

# Fairlee Village Plan

May 2001

*A BICYCLE, PEDESTRIAN, AND TRAFFIC  
CALMING PLAN FOR FAIRLEE, VERMONT*

## FINAL REPORT

Prepared for.....The Town of Fairlee, Vermont

Prepared by..... The Office of Robert A. White, ASLA

Project Administration by.....Two Rivers - Ottauquechee Regional Commission

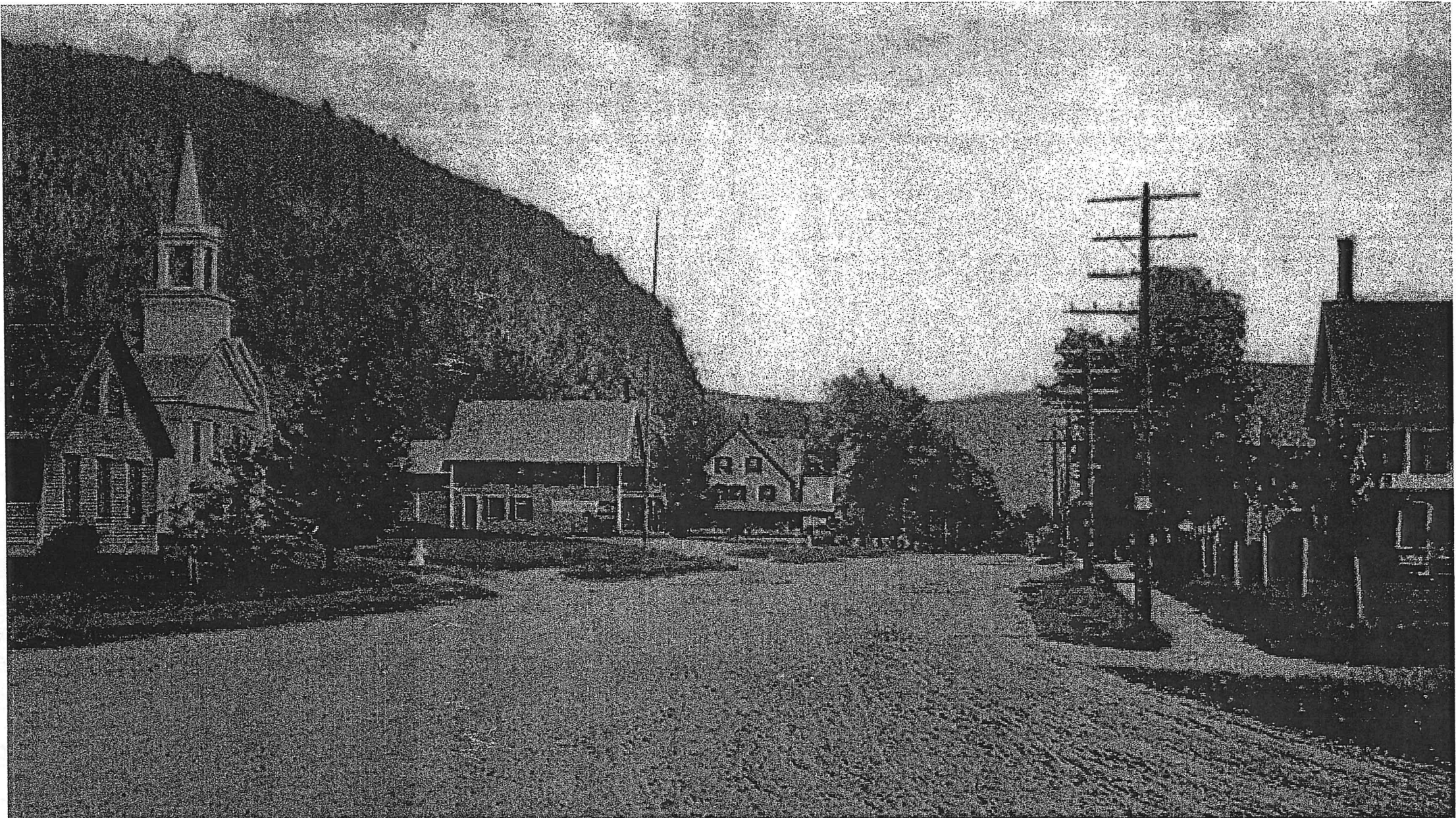






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*An historic photo of Main Street, looking north from the Depot. Chapman's was once the livery building, and the church on the left burned and has since been rebuilt. The trees along the sidewalk on the right were newly planted and the utility poles may be newcomers as well.*

Acknowledgements

The Office of Robert A. White would like to thank the many people who contributed to this report. Although we are sure to miss someone, we appreciated everyone's contributions. Dick Hodge assisted in town master planning, zoning and mapping issues; Lucy Gibson, staff transportation planner for the Two Rivers-Ottawaquechee Regional Commission, assisted in the overall plan as well as the town bicycle report; Georgette Wolf-Ludwig provided answers and access to historic photos; and the Fairlee Selectboard assisted with review of the planning concepts and draft report, and provided an important local reality check. Almost every business along Main Street provided input and ideas for the design alternatives. In addition, the Rivendell Interstate School District, the Upper Valley Trails Alliance and other regional interests provided insights into particular issues.



# A. Introduction

The Vermont Department Housing and Community Affairs provided funds to complete the following study of the Village of Fairlee, Vermont, for the purpose of developing recommendations for improvements for pedestrian safety, traffic calming, and enhancements to the village environs. The project has been administered by the Two Rivers - Ottauquechee Regional Commission (TRORC). The report has been prepared by the town's consultant team, The Office of Robert A. White, ASLA, Landscape Architects and Planners from Norwich, VT, with the assistance of Lucy Gibson, TRORC, Dick Hodge, Chair of the Fairlee Planning Commission, the Vermont Agency of Transportation (VTrans), and over 40 local residents.

Key points include:

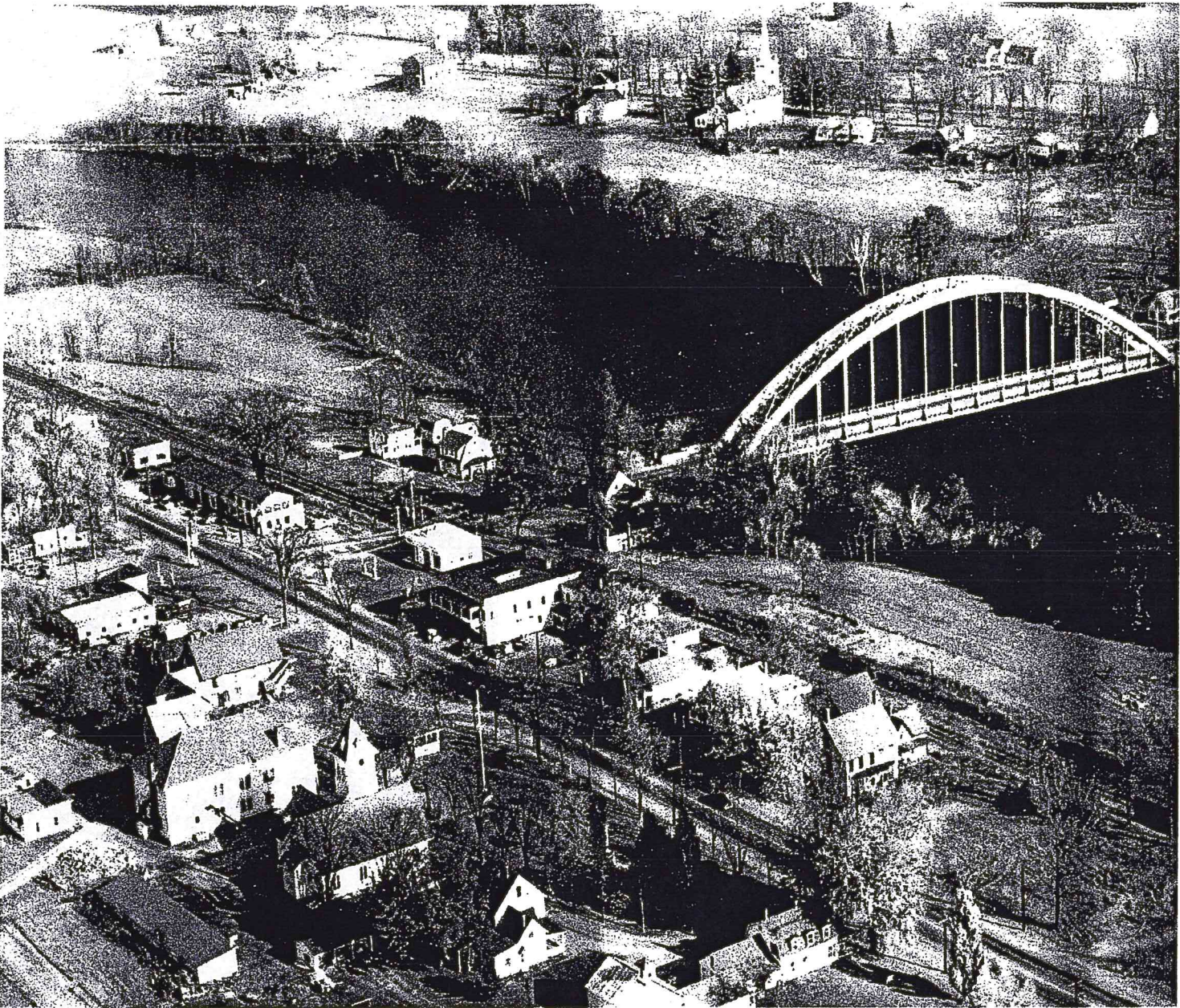
- A series of possible enhancements to the Route 5 corridor are presented with an eye to creating flexible options for the town to implement over time. Many of these are small easy-to-do projects, while others are larger, more costly, and involve more complex funding and implementation.
- Village improvements for pedestrians, bicyclists and to achieve traffic calming are defined.
- Planning tools for future commercial development in the village center that are compatible with the historic setting of the community and contribute to enhanced commercial and residential property values.
- The feasibility of recreational trail corridors, especially along the Connecticut River departing from the Fairlee Railroad Station property, is explored.

The Village of Fairlee has maintained its historical downtown, despite some evidence of sprawl towards the Route 5/I-91 interchange and some commercial/industrial development north of the village. The Land Uses and Connections Maps in this report highlight the existing land uses and areas of concern for pedestrians, bicyclists and motorists. They also demonstrate the interrelationships between transportation, geography, land uses and future economic development. For example, Fairlee's seasonal tourism market began with the creation of the railroad, and business growth has spread on Main Street with the interstate and physical constraints of the river and cliffs behind the village.

Route 5 through Fairlee is a regional collector road. The existing width is 40-45' with travel lanes up to 12' wide and shoulders between 10-12'. This is a far wider road than would be built under current VTrans roadway standards today. There is every reason to attribute the town concerns about speeding and safety in the Village to the characteristics of this roadway.

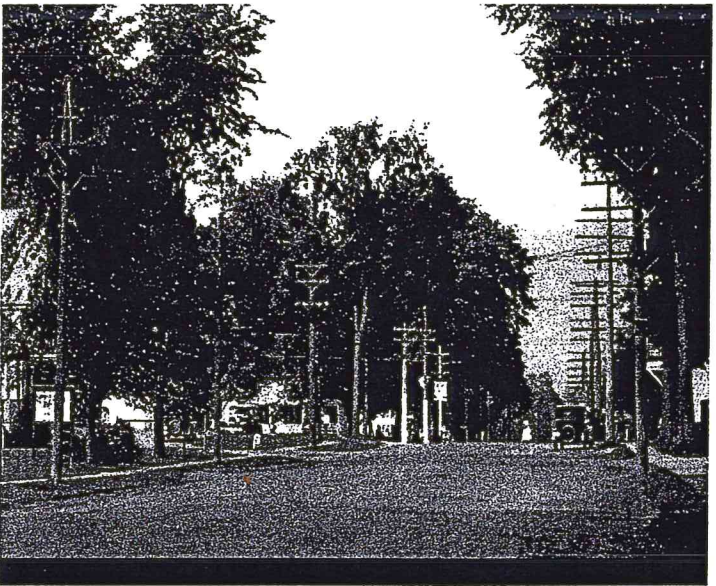
Alternatively, if Route 5 were to be built today, there would be narrower travel lanes of 11' wide, shoulders for bikes of 4' wide, and if desired by the community, space for on-street parking. Route 5 can be changed and still comply with VTrans design standards and be more conducive to a historic village center.

*The arching truss bridge replaced a covered bridge in the late 1930's making a unique village gateway and one of the region's landmark structures along the Connecticut River. These historic photos of Main Street show a tree lined street with sidewalks through a compact village.*

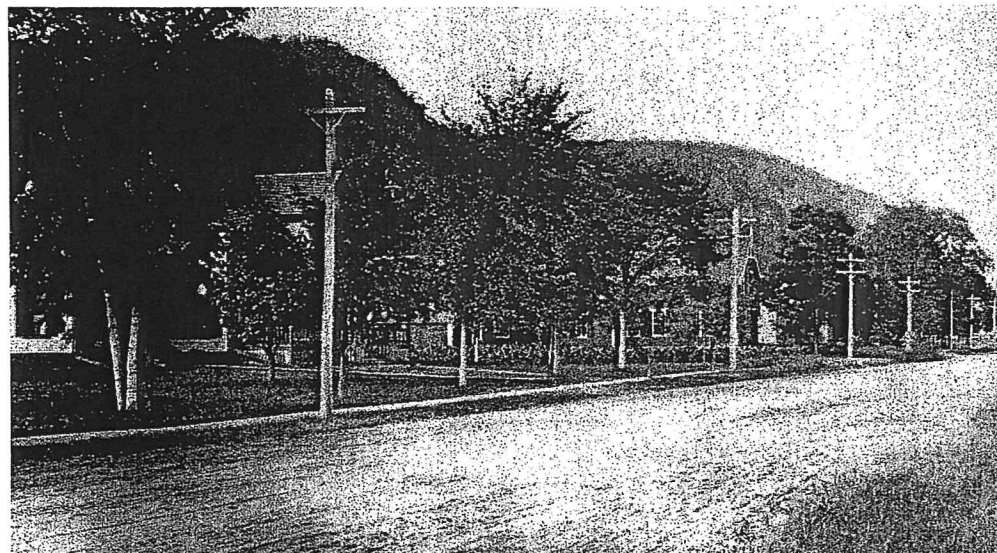
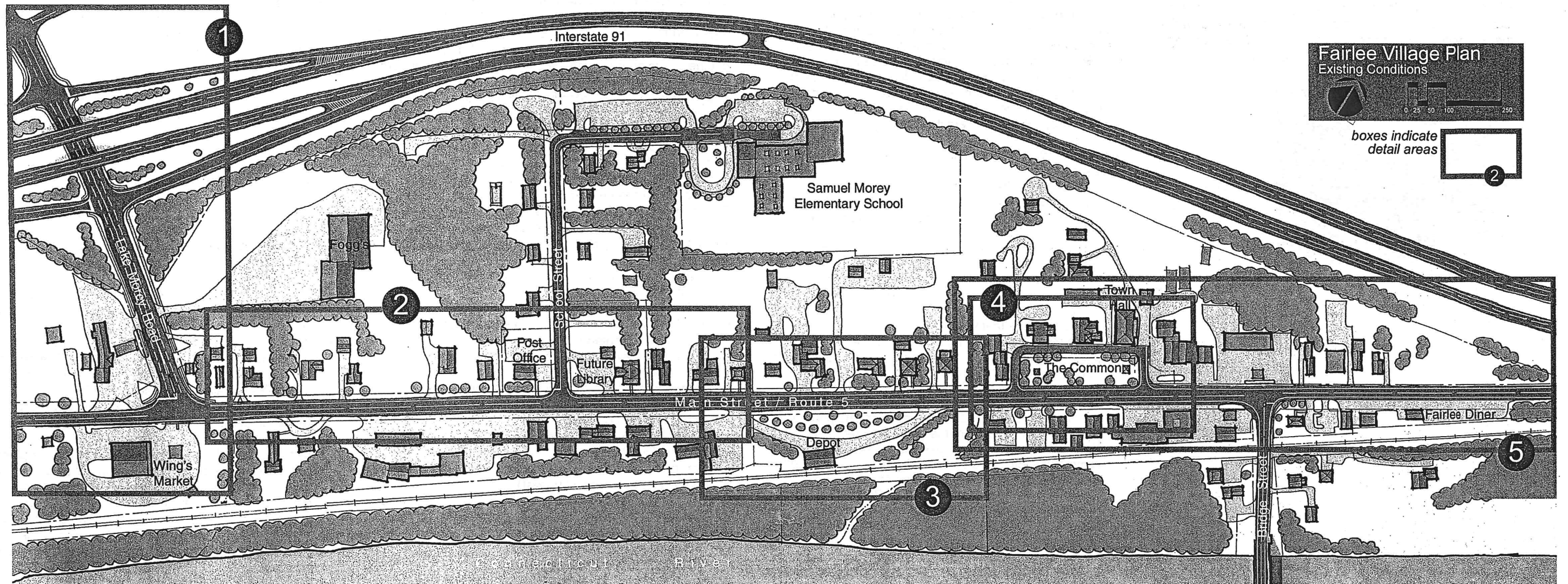


*On-street parking, sidewalks and street lights were once a part of Fairlee's tree-lined Main Street.*

*The population of Fairlee peaked in the 1830's, at the height of the Merrim Sheep production in this region. Reviewing the history of Fairlee can guide and inspire design for the future. In the following photographs, notice the importance of sidewalks, trees shading the streets, the presence or absence of utility poles and other features.*





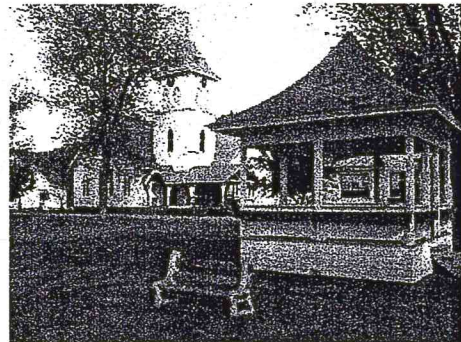


Main Street has long been a tree lined street with sidewalks to walk through town and to local shops. Today the sidewalks have been paved over or fallen into disrepair, but there is room within the right-of-way for sidewalks.



## B. Public Guidance to the Process

*The townspeople have defined the problems and desired possible improvements through open public meetings, review of the Connecticut River Scenic Byway and interviews with local businesses, regional interests and state officials. In the future, additional meetings will include the Fairlee Planning Board, the Rivendell Interstate School and the public.*



### PUBLIC MEETINGS

Two open public meetings regarding this project have been held in Fairlee on November 2, 2000 and February 5, 2001. The November meeting was advertised and held in Fairlee for the purpose of gaining public comment on the goals and objectives of the village traffic calming plan from local residents. Some 12 people participated, including town staff and Two Rivers - Ottauquechee Regional Commission (TRORC) and design team members. The second meeting was part of the February 5<sup>th</sup> Selectboard Meeting. The goals of this meeting were to present a draft report and initial design concepts, and to receive further input and feedback from the town officials, public and interested parties.

At the November 2000 meeting the following issues were discussed:

- The activity of the farmers market and flea market and other businesses has encroached on the public Right Of Way (ROW) and raises a number of safety and enforcement issues
- Safety at the Lake Morey Road/Wing's Store intersection
- Speeding traffic
- Wide shoulders might be best for pedestrians; the town has historically not maintained sidewalks, and would not do so in the future
- Future changes that were identified were: occupancy of the former Wing's building with an antiques dealer, the possible (and now successful) purchase of the Potlatch Tavern building for a new town library, the potential redevelopment of the Thurber House and surrounding properties, the addition of a new sidewalk as part of the Fairlee - Orford bridge project, changing patterns of pedestrians as a result of the new Rivendell Schools.
- Need for improved crosswalks - in the past year or so some of the existing crosswalks have been removed by VTrans because they were underutilized.
- Parking problems at the flea market, Post Office, and both the town and depot greens
- Speeding traffic and other "road problems" are a disincentive to good business development
- There was a question about the possibility of a traffic signal at the intersection with Route 5 and Lake Morey Road (see below for response)
- The town should not get involved in economic development issues - private businesses could take care of themselves.

At the February 2001 meeting the following issues were discussed:

- Findings and input from the November meeting and interviews with local business owners and town officials
- Findings in state traffic volumes, safety data and pedestrian crossing records
- Design alternatives for the Village of Fairlee
- The need to develop cost estimates for potential traffic calming and bicycle and pedestrian improvements
- How and if the alternatives could be phased in over time
- What the priorities for implementation might be and how priorities could be set
- Need for the town to continue the public involvement process with the TRORC

### LOCAL BUSINESS INTERVIEWS

On January 31, 2001, the design team went on an informal walkabout through the village business district. They met and spoke with almost all the business owners/managers and available staff about village traffic, and economic concerns, and specific issues their businesses had to deal with regarding Main Street in Fairlee. As could be imagined, not everyone was in 100% agreement about what was needed, but there was near-consensus on many issues with regard to traffic, pedestrian safety, and vehicular speeding in the village. This shared perspective is somewhat surprising and an all too infrequent occurrence in our experience with town transportation planning. Many businesses held positive visions about the future of Fairlee Village, and we heard an enthusiastic anticipation that prosperity and improved "quality of life" for residents and businesses lies ahead. Town leadership in guiding this future was seen as essential. The following list of issues presents a summary of those discussions in order of most to least consensus. The last items are those we heard from only one or a few of those interviewed:

- Traffic speeds are too high through the village, although the posted 35 m.p.h. is ok
- Sidewalks, crosswalks and sidewalk repairs are needed
- The Lake Morey Road / Route 5 intersection needs improvement (safety)
- Wide road makes it hard to drive speed limit, too straight and linear
- Flea market parking on the street in front of the Depot is unsafe
- Spruce up the common
- Maintain small town atmosphere
- Pedestrian lighting
- Create a Chamber of Commerce for business coordination (happened in past)
- Trucks parking on the road at the Lake Morey and Route 5/Bridge Street intersections are problematic
- block sight distances and create a safety hazard
- Trees are needed along the street
- Access to the train, passenger service
- More places to "go" are needed in the downtown:
- A café or large grocery store, clothes store, natural foods market, bike rentals
- Create a trail from Lake Morey Road to the school
- Create a trail from the Depot to the Fish & Wildlife lands south of Batchelder Farm
- Define the village center with signs and other identity
- Everything is fine, nothing should be improved
- A map of downtown businesses should be posted

### INTERVIEWS WITH TOWN OFFICIALS AND REGIONAL PLANNING STAFF

A site walk was held with the town planning administrator, Dick Hodge, and Lucy Gibson from the Ottauquechee Two - Rivers Regional Commission in October 2000. The team walked Main Street to discuss current planning issues and specific aspects of the project.

- Primary focus of attention was on the speeding vehicles in the village.
- The fact that Route 5 is very wide through the village may compound the speeding problems, but also provides a range of flexibility for adaptive use of the road within the ROW.
- Many Main Street businesses have wide driveways and off-street parking. These could be improved with access management design, and conversion of the wide shoulder to on-street parking.
- The farmers market will be relocated next year to a site next to the depot/flea market site. Parking and access in this new location may be a major issue.
- The intersection of Route 5 and the Lake Morey Road is another area of major concern.
- It appears that in the past, sidewalks extended through much of the village. They have either been removed or have severely deteriorated.
- There has been a significant increase in pedestrian (and some bicycle) traffic between Orford and Fairlee for the new Rivendell Schools and there are no continuous sidewalks or trails for the school children.
- Parking impacts to the trees and landscape were observed at the depot (soil compaction, tree damage, and erosion). Perhaps alternative ways to accommodate demand for parking for the flea market and the planned relocation of the farmers market should be considered.
- There is a desire to have a trail connection from the depot to the river over the tracks, and to have that trail eventually connect along the river to the Orford bridge as well as southbound to several farmland properties protected by the Upper Valley Land Trust. Jay Barrett has developed a plan for some park improvements on some town-owned land in this area. Also, a private developer is interested in including a trail as part of his development plans for the Thurber House on Main Street and the property on the other side of the tracks.
- There is also a desire to understand the town-wide implications of increased bike use of state and town roads, and the possible need for shoulder improvements, signage, and the possibility that town or state paving projects could enhance bike safety and accessibility. This will be addressed as a separate aspect of this project.



THE IMPLICATIONS OF THE CONNECTICUT RIVER SCENIC BYWAY

Route 5 is part of the designated Scenic Byway for the Connecticut River. Over the past 5 years, a three-state effort to promote corridor planning, and to protect scenic, historic, and recreational value has been underway. Fairlee is the recipient of a federal byway grant to renovate the Village Depot as a wayside interpretive and information center to be operated during the summer and foliage seasons. The improvements are primarily focussed on the repairs and adaptive reuse of the building.

The designation of the Connecticut River Scenic Byway, according to research on other Scenic Byways, could generate additional scenic travel in the region if promoted as a tourism venue. As a wayside location, Fairlee could see additional traffic. The present traffic conditions could be exacerbated as the peak hours appear to be on Saturdays when tourism traffic would also be at its highest. Pedestrian activity would also be at its highest points with the farmers market and flea market in full swing. Improvements to parking, safety, pedestrian accommodations, and village enhancements could be part of improved scenic-travel-economic development focus for the village. Village enhancements will need to be part of a funding strategy for Main Street.

INTERVIEWS WITH THE UPPER VALLEY TRAILS ALLIANCE REPRESENTATIVES

- Lake Morey Trail Association provides trails for hiking.
- Vermont Association of Snow Travelers maintains trails in the Lake Morey area, with one route crossing the lake.
- The Fairlee Baldtoppers Snowmobile Club maintains several local snowmobile trails.
- The Palisades are being considered for a Connecticut River Birding Trail site.
- On the Connecticut River south of Wing's there is a Connecticut River Water Trail campsite.
- Routes 5 and 244 are used by road bicyclists.
- At least one elementary school student bikes to school year-round, while others bicycle when there is no snow, indicating a need for bike safety education, a bike path or marked lanes through the village, and bike racks.
- There are four Valley Quests in Fairlee, which are short walks to help residents and visitors access and enjoy special places in the community.
- The Cross Rivendell Trail will come through downtown Fairlee, connecting the four Rivendell School District town's highest points.
- The Hulbert Outdoor Center and other Aloha Foundation programs utilize the lake, river and area trails for recreation-based business year round.
- The railroad that runs between White River Junction and St. Johnsbury should be studied for rail with trail and rail-trail conversion opportunities.



INTERVIEW WITH RIVENDELL SCHOOL DISTRICT ADMINISTRATION

- The schools in Fairlee and Orford should be connected with a sidewalk to provide students with a safe place to walk.
- The Cross Rivendell Trail will come under I-91 and hopefully connect to the Samuel Morey Elementary School before crossing the bridge to Orford and the middle and high schools.

C. Supporting Data

Traffic and safety were resounding concerns of the town.

ACCIDENTS

VTrans does not designate this corridor a High Accident Location, however the data is from several years ago, and the cut-off value for VTrans recognizable accidents is \$2,500, which may be above the trends of accident costs in the corridor. Local input identified a number of recent accidents.

PEDESTRIANS

Pedestrians cannot walk the length of Main Street except in the shoulder of the road. With one exception, interviews with every local business owner along the corridor indicated a need for sidewalks. VTrans data supports the general feeling that there are more pedestrians every year. At the Lake Morey Road (Fairlee State Highway) intersection, VTrans traffic counts indicate a 400% increase in pedestrians in the morning and an 825% increase in the afternoon between 1998 and 2000. The 1998 and 2000 counts were conducted in July with clear, sunny weather conditions.

SPEEDING

Speeding vehicles are a major community concern. In the words of one business owner, "The road is so wide you just can't help but drive fast." Speeding is also an inherent pattern of the wide intersections and long curb cuts along Main Street. Wide-open intersections promote wider, faster turns, and sweeping or veering into driveways, as opposed to slower, more methodical turns. The driving psychology of the community is largely effected by the wide-open road context of Main Street.

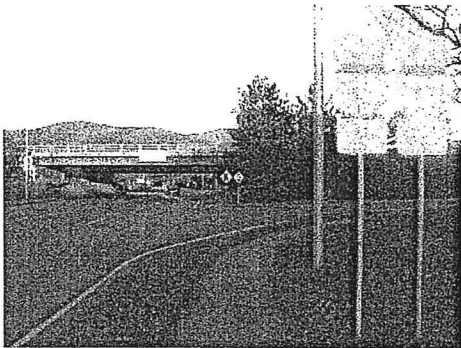
Speeding at the Route 5/ Lake Morey Road intersection also creates an awkward traffic pattern for motorists turning onto Route 5 from Wings Market and Lake Morey Road. While a speed study has not been completed, it is highly recommended that the local constable be requested to record speeds at AM/ PM and weekend (SAT AM - mid day) peak hours. Having solid speed data will be a valuable tool to justify traffic calming funding for improvements. Because speeds are fast, motorists are hesitant to pull out. This hesitation adds to the confusion over who has the right of way between Wings and Lake Morey Road.

CONGESTION

There are no locations in the corridor where traffic volumes and delays warrant a traffic signal. According to a study done by the Two Rivers - Ottauquechee Regional Commission, neither the Route 5 / Lake Morey intersection nor the RT 5/RT 25A intersection come near warranting a signal.

TRAFFIC DATA

Average Annual Daily Traffic (AADT) from VTrans the corridor is as follows: Traffic volumes in the village did not change significantly between 1996 and 1998. Intersection counts in July of 2000 at the Route 5/ Lake Morey Road intersection indicate that traffic levels have not changed significantly between 1996 and 2000. However, there may be additional buses and parents traversing through town to the new schools, and the planned tourism wayside at the depot will bring new traffic. The town should request that additional traffic counts be made in July and October 2001 to determine new peak levels.



AADT Traffic Table:			
Route 5 Locations Between:	1994	1996	1998
Thetford town line and RT 244	1185	1200	1200
RT 244 and Lake Morey Road	2095	2300	1900
Lake Morey Road and Bridge Street	3850	4000	4000
Bridge Street and Bradford town line	2560	2900	2900



## D. Economic Development Potentials

*While this study is primarily related to physical improvements to Route 5 for the purpose of making a safer, more attractive Main Street, it is worth noting that there is a strong relationship between improvements to the Route 5 corridor and the future economic vitality of Fairlee's Main Street. The land uses along the corridor and the town's policies for guiding future development are inextricably linked to whatever changes to the road might be proposed.*

### DOWNTOWN STORES AND SERVICES

There is a vast array of local businesses that serve Fairlee residents and visitors. Many of these businesses are traditionally found in most Vermont town centers.

#### Among the businesses that exist in Fairlee are:

- Gas stations (4)
- Grocery/ Convenience stores (3)
- Restaurant (3)
- Ice cream shop
- Video store
- Antique dealers (3)
- Hardware store
- Feed store
- Watersports & Snowmobile Sales store
- Automobile repair shops
- Professional offices: lawyers –1, accountants – 1,
- Other offices:
  - Graphic design
  - Interior design
  - Real estate

#### Businesses and services that don't exist, but that have been identified as desirable additions to the local business mix:

- A Grocery Store or Natural Foods Market
- Café or Coffee Shop (with outdoor seating area)
- Clothes store
- New book store
- Bakery
- Bike and kayak rental shop
- Summer theater
- Art or art supply store
- Office supply store

### UNDERUTILIZED COMMERCIAL PROPERTIES

A walking tour of the village shows that a number of properties are potentially subject to transition in ownership and use. Some of these properties are also underutilized for commercial, residential, public and other uses. A list of properties seen as potentially "soft" and therefore subject to change, in need of reinvestment, or planned for improvements/expansions follows:

- Cumberland Farms block: vacant space
- Chapman's Store: planned expansion to or development of back buildings
- Thurber House: in the process of renovations but progress has been slow. The owner has larger plans for a mixed - use development of several parcels on both sides of the railroad tracks, but presently cannot get a grade crossing over the tracks from the State.
- The Depot: planned renovations have not yet been completed; renovations will be for the building, not the green nearby.
- The redevelopment of the former Potlatch Tavern building as the new town library will create greater vehicular and pedestrian demand on the busy corner intersection.
- The post office facility should be considered as the current facility is small and traffic and parking needs to be improved, but it should remain in town.

Planning for the future of the village should recognize that changes to Main Street could have very positive effects upon the economic viability of redevelopment. Public investment to make a more attractive village center could leverage private development with financial return for the town in many ways.

### PROVIDE OPPORTUNITIES FOR NEW COMMERCIAL DEVELOPMENT THAT REINFORCES THE VILLAGE'S CHARACTER AND ECONOMY

There is a perceived need to enhance the local economy to have year-round economic strength. For many years the "tourism" economy of Lake Fairlee and Lake Morey has been the seasonal driver in the local economy. Businesses desire and need to have a year-round business season. The town center is seen as the place where future economic activity could be centered. Since there are public services, facilities, and a built infrastructure of attractive building stock available, redevelopment could be readily and attractively accomplished.

The town has a large "bedroom community" constituency, where professionals travel to Hanover and other employment centers of the region. However, recent trends in employment, higher home occupation employment, lack of available space and cost of land issues in other locations could make Fairlee a viable and popular job center in the future.

Improving the village center of Fairlee will create significant incentives for new businesses to either come to town or for local business owners to diversify and create these new desirable and marketable goods and services.

### A Series of Economic Development and Zoning Alternatives:

#### COMMERCIAL DEVELOPMENT ON THE ROUTE 5 CORRIDOR AWAY FROM THE TOWN CENTER

A review of the town zoning bylaws and zoning map indicates that the entire commercial district for the town parallels the Route 5 corridor from north to south. While there are different areas of this corridor such as the historic village center, those differences are not reflected in terms of development policies that could preserve and enhance the historic character of the village center.

While perhaps not as obvious as in other nearby communities, such as the southern end of Bradford, Fairlee could easily become a commercial "strip development" corridor. In general, and as stated in the Fairlee Town Plan, encouraging business location within the definable town center will result in greater economic activity and (hence) more successful businesses. Compact development also leads to efficient and less costly town services. If the preservation of the town's rural character is a priority, then changes to the Commercial Zone should be contemplated.

At a minimum, even if the current Commercial zone is unchanged, the town should consider amending zoning provisions and design guidelines for the historic village center as either a separate zone or any overlay zone. This will promote desirable downtown development, and steer undesirable uses to other locations where their employment benefits could still be realized but not be in conflict with the value and character of the town center. It could also be the focal point of a Tax Improvement District, where municipal improvements and increased tax values might not be subject to ACT 60 taxation.

#### THE CURRENT LOCAL ZONING AND DEVELOPMENT REGULATIONS MAY BE A DETRIMENT TO IMPROVING THE BUSINESS CLIMATE IN FAIRLEE:

A review of the zoning requirements for the commercial district indicates several site plan criteria for commercial projects that could be a disincentive for commercial development, reinvestment, or in-fill projects that bring new vitality to the village center.

Setbacks: the present 65' setback from the centerline of Route 5 (which has a 66' ROW) means that new commercial

buildings must be set back at least 32' from the front property line of each property. This requirement creates a development pattern that essentially prescribes commercial strip development in the village. Whereas many of the buildings are set closer to the road in a traditional historic Main Street arrangement (the former Wings building for example), current zoning requires buildings more like Cumberland Farms. These buildings are set back from the street, have parking along the whole front yard, and provide minimal landscaping or other site amenities.

Revised setbacks to maintain the historic pattern of buildings in closer proximity should be developed. An alternative requirement would be to go to a maximum setback of 15–20' unless a conditional use waiver was sought so that all buildings would face the street, and parking was required in either the side and/or the rear yard. The same setback doesn't have to be used and may not even be appropriate along the whole of Main Street. Greater setbacks should be defined where there are residential scale homes with front yards.

Parking: The universal requirement for one parking space for each employee and every 200 square feet of building area is far above what one would expect for a traditional village center. In an environment where people typically come "downtown" for a number of reasons, they usually park in a single space and walk from business to business doing their shopping. This is contradictory to the requirement where the space on each commercial parcel has more than twice the area of buildings taken up by parking. We suspect that the parking requirement is a carryover from older commercial zoning imported many years ago. It is more appropriate to locations not in a historic village setting such as Route 12A in West Lebanon, NH.

Additionally, the requirement for on-site parking is a disincentive for downtown redevelopment because many of the parcels in Fairlee are small and are bounded by the highway on the front and the railroad on the back. An alternative method could be to allow on-street parking spaces to be counted. Waiving the on-site parking altogether could also be considered, perhaps with a contribution to a municipal parking fund.

The town should pursue a Vermont Municipal Planning Grant next year to update the town center sensitive zoning ordinances in order to create village design guidelines.



# E. Goals & Objectives

*Through the public involvement discussed above, the following goals and objectives have been defined for improving the pedestrian, bicycle and motorist safety of Main Street and therefore the vitality of downtown Fairlee.*

## MAKE A "WALKABLE" VILLAGE

### Walking on Main Street:

Virtually every business owner we interviewed along Main Street indicated that sidewalks are a needed improvement to the downtown. While this is stated as a solution, it is also noteworthy that as a sentiment, the desire for sidewalks represents a clear response to a problem with the way people come to and move through Fairlee Village. Historically, Fairlee had sidewalks on at least one side of Main Street. Over the years they have deteriorated or have been removed. The incremental changes to commercial access drives, redevelopment of properties, and the widening of Route 5 by the state has created an auto-only zone. Currently there are no sidewalks except in a few sporadic locations. Currently, without a way to walk about the village without being in the road, the best opportunities for seeing the village, engaging in business as a traditional "Main Street" might offer, and really seeing the interesting parts of the community are lost.

### Paths to the river and countryside:

A number of trails and paths are possible, both for improving children's access to school and for creating additional recreational and tourism opportunities for the town. Two possible paths to the school include: a path along I-91, extending from Fogg's Hardware and the sidewalk to Lake Morey to the School, and another from the school following back lots and side streets to the Village Common. These two footpaths would formalize short-cuts children are already making and provide a safe off-road walkway. These paths could also become the village section of the planned Cross-Rivendell Trail, linking schools and highest mountains in the four-town Rivendell School District. This path would also allow for trail connections to be made from the village to the wider network of Lake Morey Trails on the other side of the interstate.

### Other walkable village improvements could include:

- Restoring sidewalks and crosswalks through the village would allow school children and summer visitors a safe and pleasing way to access the village.
- Planting the roadside as a "tree lawn" with grass and street trees will shade the sidewalk and better define the Common and Depot greens.
- Creating trails and paths to the school and along the river would provide a place for recreation and interpretive environmental education.
- Relocating the farmers market closer to the flea market will entice more people to walk between the two Saturday morning events.

## IMPROVE VILLAGE APPEARANCE

- Enhancing the Common will create an attractive centerpiece for the village.
- Creating village gateways at the entrances to the

- downtown will not only alert motorists to reduce speeds, but also provide an aesthetic entryway.
- Adding trees, pedestrian lighting and landscaped medians would fill in the wide, paved roadway and improve the road's appearance.

## USE PUBLIC INVESTMENTS TO LEVERAGE PRIVATE DEVELOPMENT

- Revising current zoning, setbacks and other provisions would allow for more appropriate development.
- Incorporating public parking accommodations into building permits would enable appropriate parking lot sizes for commercial enterprises.
- Improving drainage might attract further private improvements and improve pedestrian walkways. Route 5 experiences significant drainage problems through Fairlee Village. In winter months, given that there are only 3-4 catch basins, and no overall stormwater system, snowmelt accumulates in deep puddles, making pedestrian access impossible or hazardous. In the summer, large puddles also accumulate. The discharge from the Route 5 catch basin near the Depot has eroded a massive ravine below the railroad tracks extending down to the Connecticut River, and has rendered the town's land largely unusable.

## ENHANCED VILLAGE "QUALITY OF LIFE":

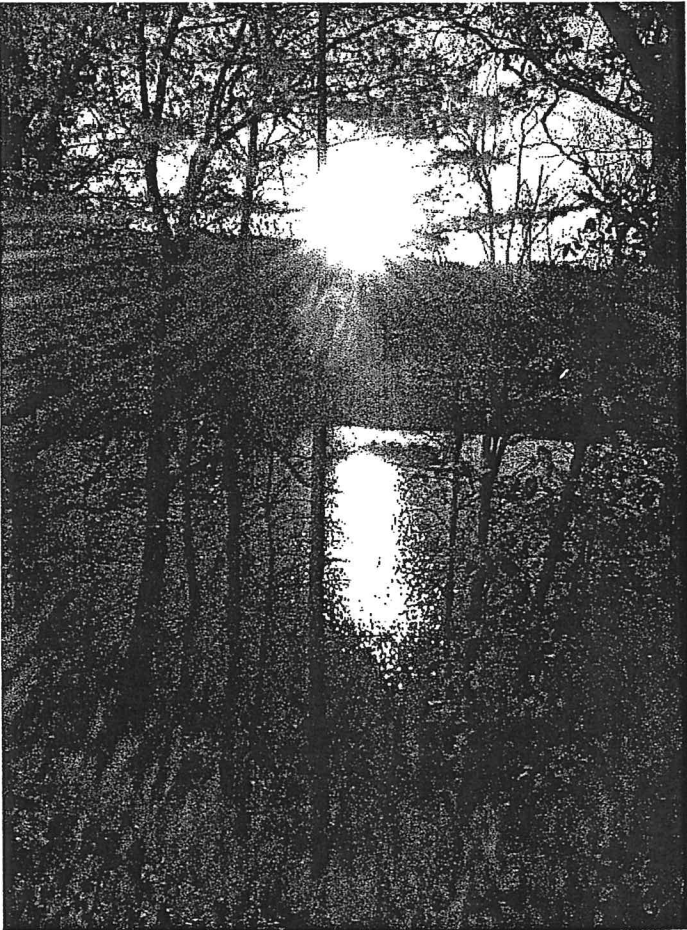
- Improving the safety and look of the village for pedestrians, motorists and bicyclists alike would increase the desirability of living in Fairlee.
- Improving economic development would lead to job creation and more year-round opportunities.

## ENHANCED ECONOMIC DEVELOPMENT

- Creating aesthetic opportunities for redevelopment of existing sites and in-fill development in the downtown village center would attract additional revenues to the village.
- Creating a coordinating body, such as a chamber of commerce or business exchange, would allow businesses to coordinate promotional events and joint projects.

## ENHANCED RECREATIONAL OPPORTUNITIES

A recreational trail along the Connecticut River would be a tourism attraction. River walks lend themselves to interpretive programs on the ecological, social, cultural and historical features of the river and place. Having the Connecticut River Scenic Byway Waypoint Visitor Center at the Depot would provide an access point to the trail and trail head facilities, such as parking, signage, and bathrooms. Heading south, the trail could follow the state's property and would provide public access to conserved lands on an agricultural peninsula. To the north, the trail would end on Bridge Street and traverse at least one parcel of private property. At the Depot, access to the river could be created with a boat dock for non-motorized boats and a picnic area. Although Orford, NH does have a boat launch, it is very busy with motorboats and their wake is often uncomfortable for paddlers. Also, in Fairlee there is no other known public access to the Connecticut River, a wonderful and beautiful public resource.



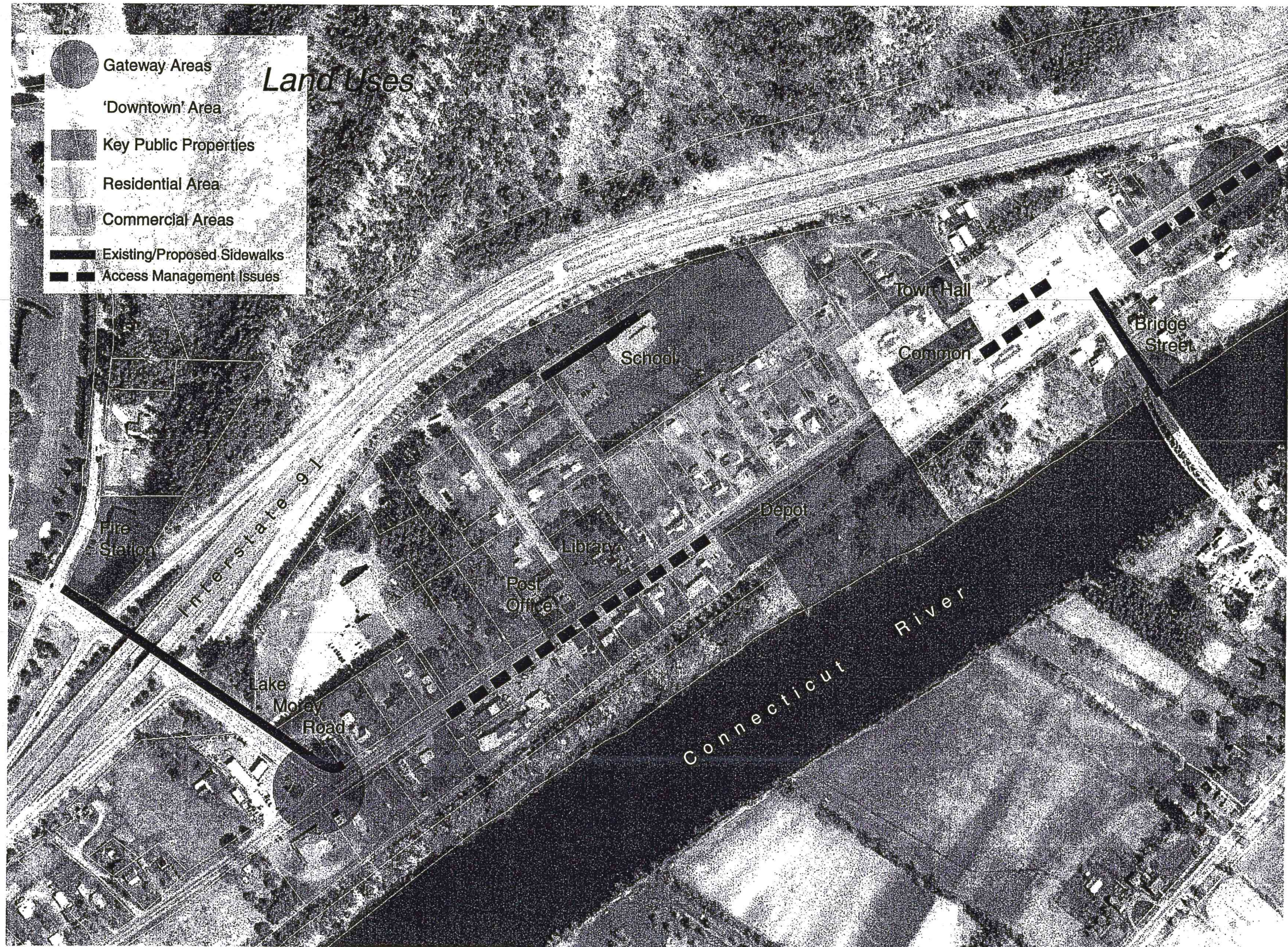
*A Connecticut Riverwalk would be utilized by local merchants as well as tourists visiting the village. Riverwalks are ideal for natural history interpretive programs and for finding a moment of solace. Efforts will need to be coordinated with the Connecticut River Scenic Byway, which may have possible funding opportunities available for the waypoint and the riverwalk.*



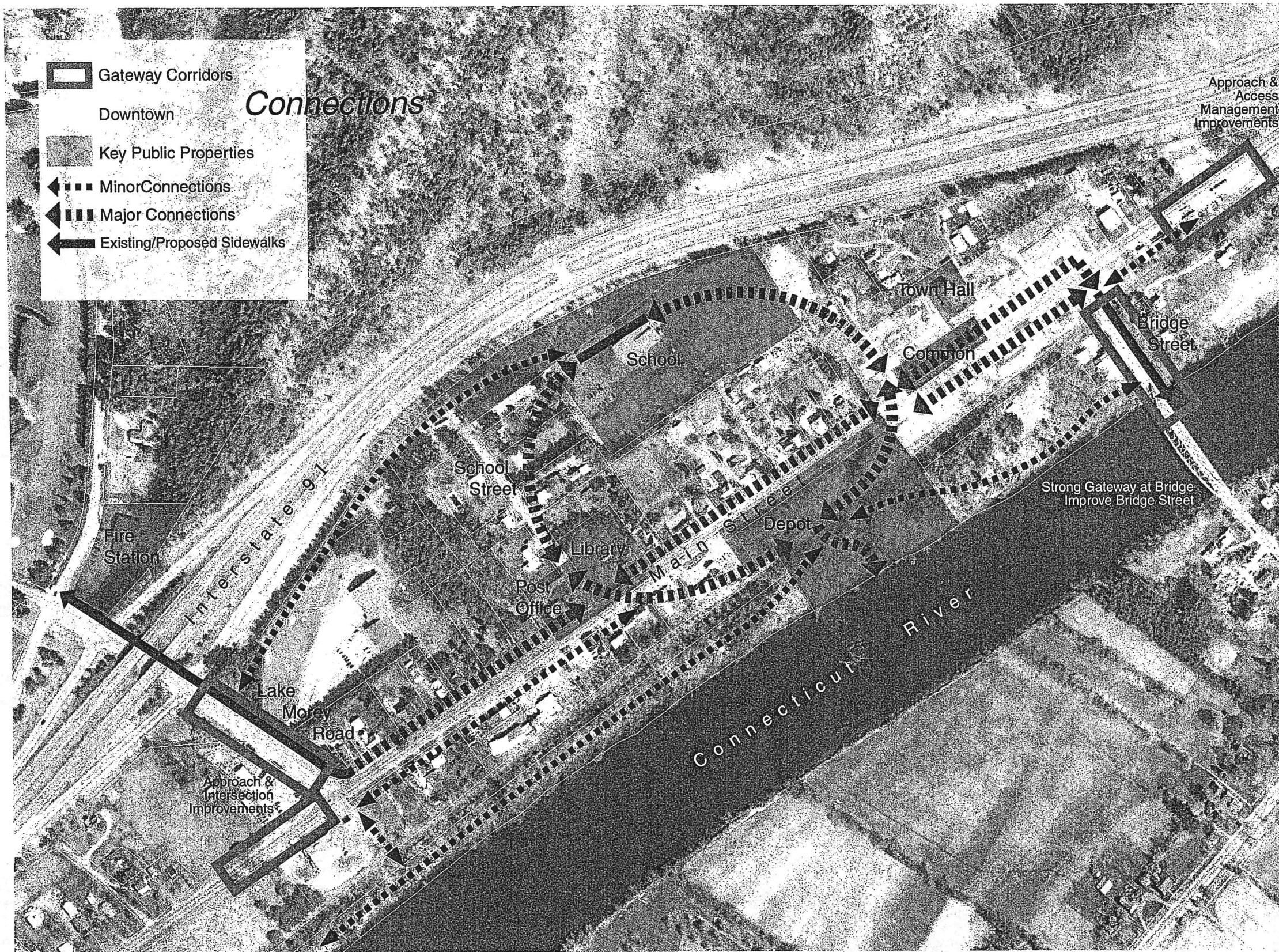
# F. Analysis of Existing Conditions

## Land Uses

This map highlights the main land uses in the village and their relationship to the Route 5 corridor. The map shows where the lack of sidewalks and access management concerns exist. Access management is the location, number and size of driveways along a public right-of-way. The map also highlights the gateways, or points at which the traveler enters the village from the surrounding rural area. It is worth noting that there are a series of linked public facilities and businesses up and down Main Street that all combine to make Fairlee a popular destination for both local residents and visitors.







## Connections

This map illustrates obvious pedestrian circulation needs through the village, with emphasis on connections between major public facilities and businesses.



## WESTERN GATEWAY

Access to the village from Interstate 91 and Lake Morey is along the 4 lane Lake Morey Road.

*Sidewalks at interstate ramps are set back from the road, making it difficult for traffic turning on to the interstate to see pedestrians.*

*4 lanes of traffic on Lake Morey Road is too many for the traffic volumes now and far into the future, and create an 'highway like' feel entering the village.*

*Sidewalks exist on both sides of Lake Morey Road, but presently don't connect to any other pedestrian facilities.*

*Very large radii at corners encourage high speed turns, and create long, dangerous pedestrian crossings.*

## Southern Gateway

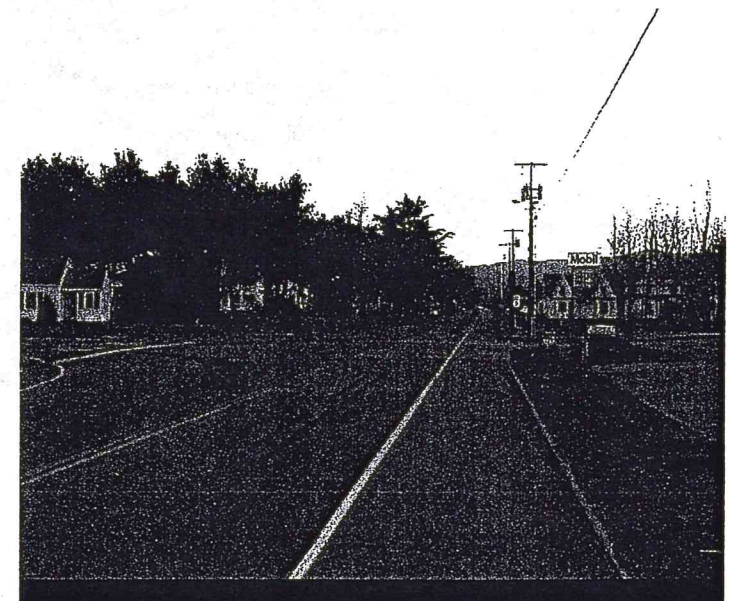
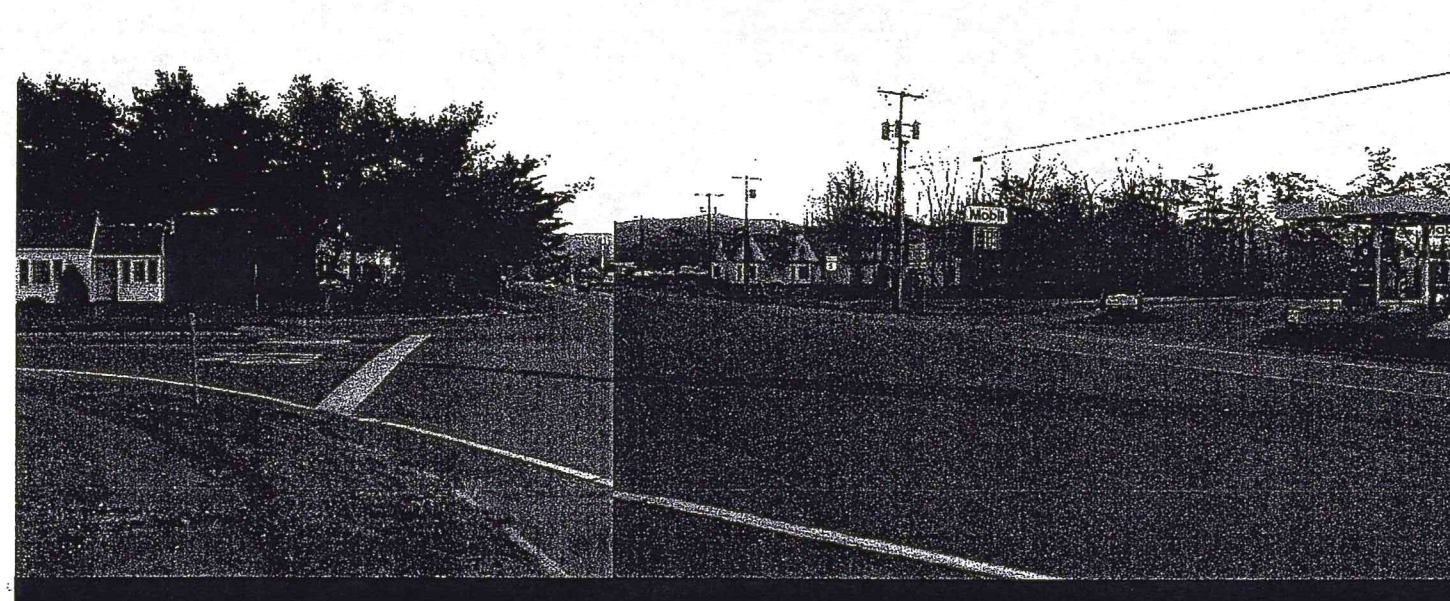
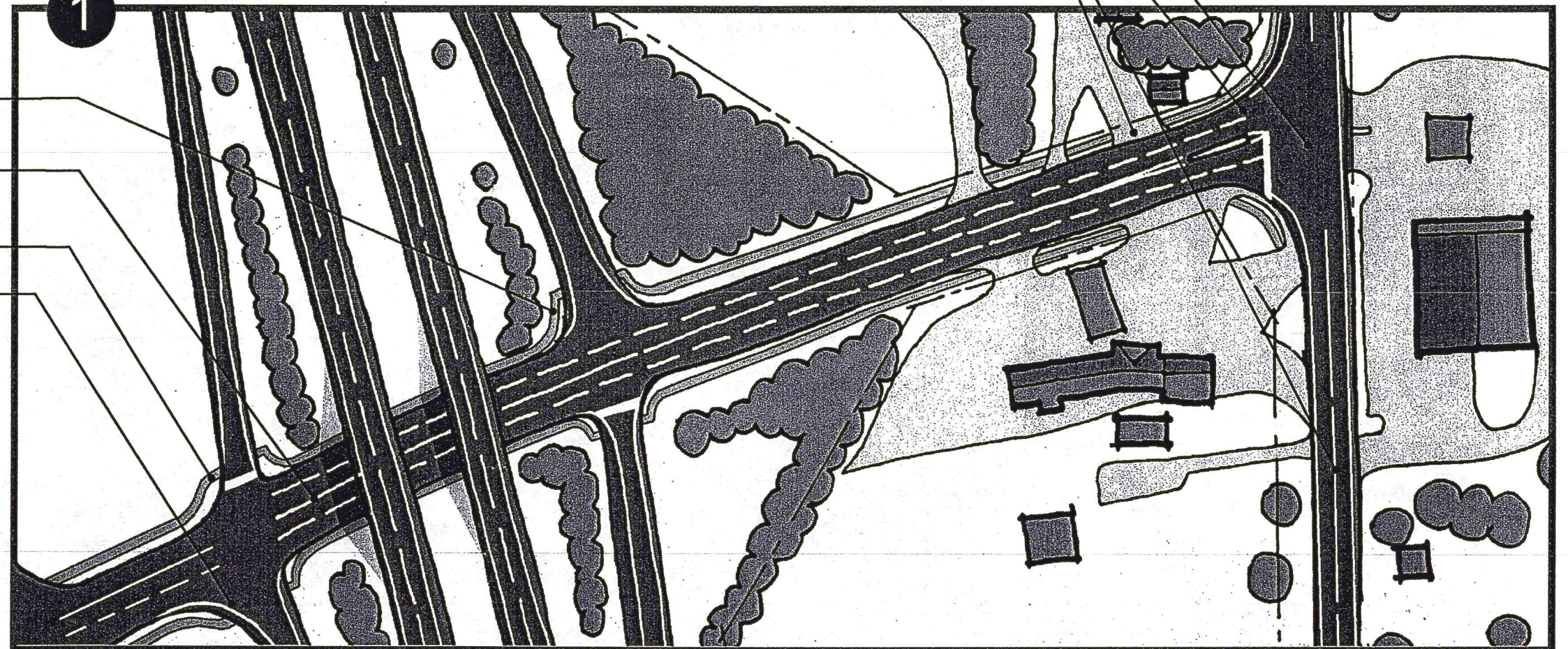
Entering the village from Route 5 South.

*Wide crossing distance and high speed of oncoming traffic makes safe judgement of when to pull out difficult for opposing vehicles at Lake Morey Road and Wing's.*

*Very large radii at corners encourage high speed turns and create long pedestrian crossings.*

*There is no clear clue that you are entering a village area and need drive accordingly.*

*There is limited sight distance pulling out of Fogg's driveway.*





## Southern Village

Chaotic seasonal parking at Whippi-Dip

Long, continuous curbcuts make walking difficult and encourage awkward access and exit angles and cause unexpected confusion with other turning traffic

Lack of proper drainage make it difficult for pedestrians, bicycles and automobiles alike

2

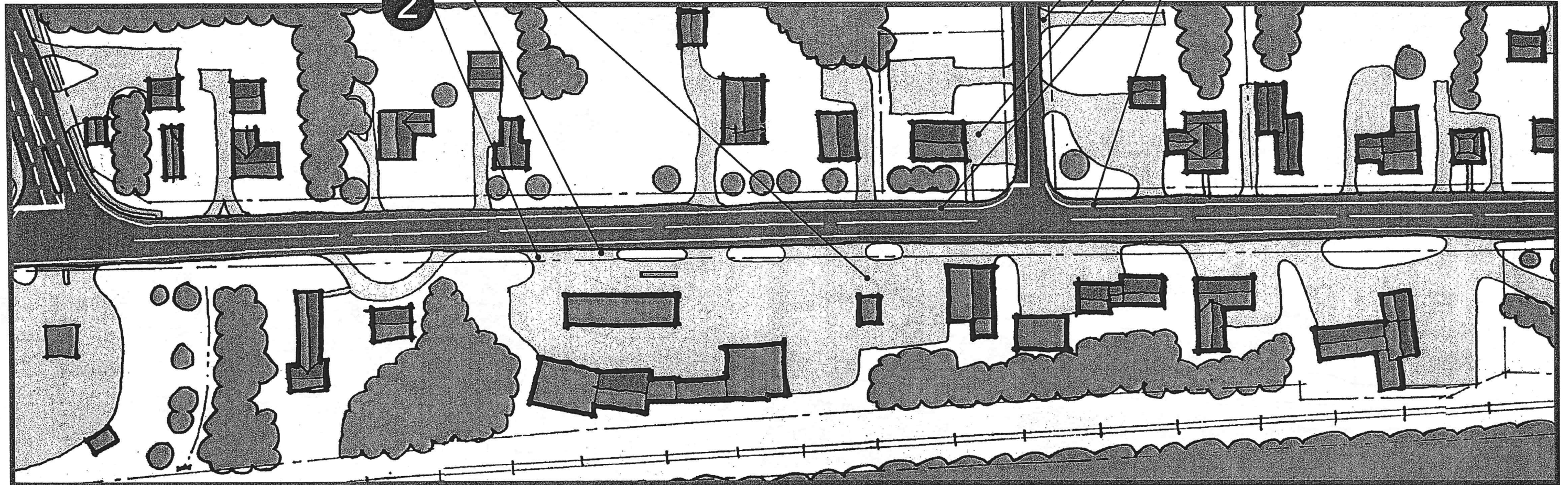
## School Street

No sidewalk to the school force children to walk on the road when cars and busses are arriving.

Parking at the Post Office is not as efficient or as safe as it could be.

Vehicles often park the wrong way in front of the Post Office

Wide shoulders are good for bikes, but uncomfortable places to walk, particularly when cars are parked.



Route 5 in its current condition. Note the wide shoulders and driveway access on the eastern commercial side of Route 5 (left view), while the western side is mainly residential with trees lining the street (right view).





### The Depot & the Green

A Connecticut River Scenic Byway Waypoint and distinctive local historic site. The Green is heavily used in the summer and foliage seasons for the weekend flea markets.

No sidewalks for pedestrians, although the green and Main Street can be a place full of walkers.

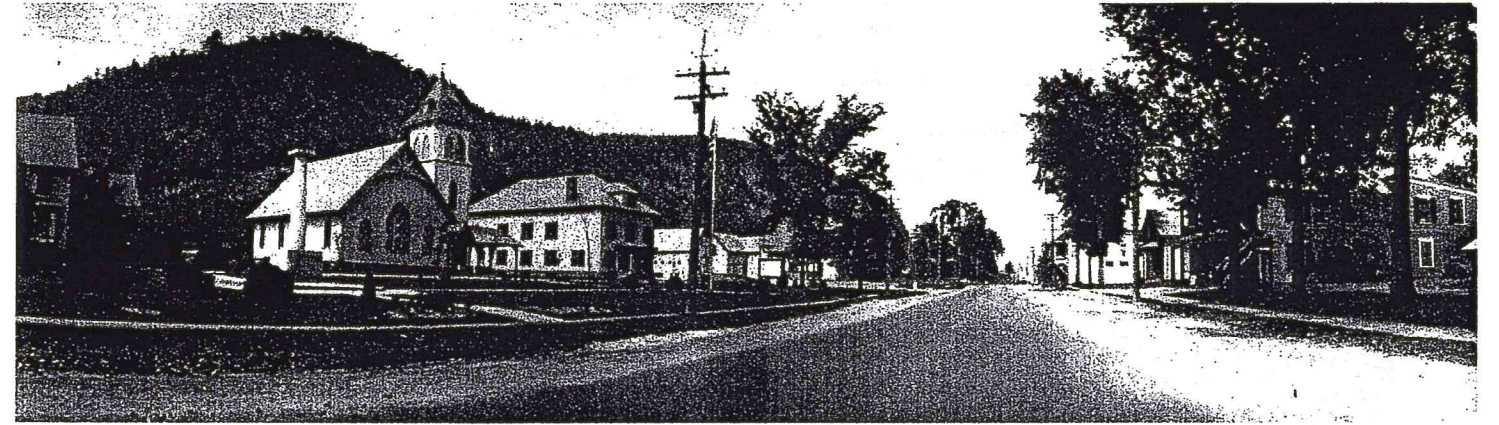
No access to other side of tracks and riverfront.

Undefined parking around the green during the Saturday flea market has impacted the green, spoiling the lawn, making a larger area of dirt and reducing the area of green.

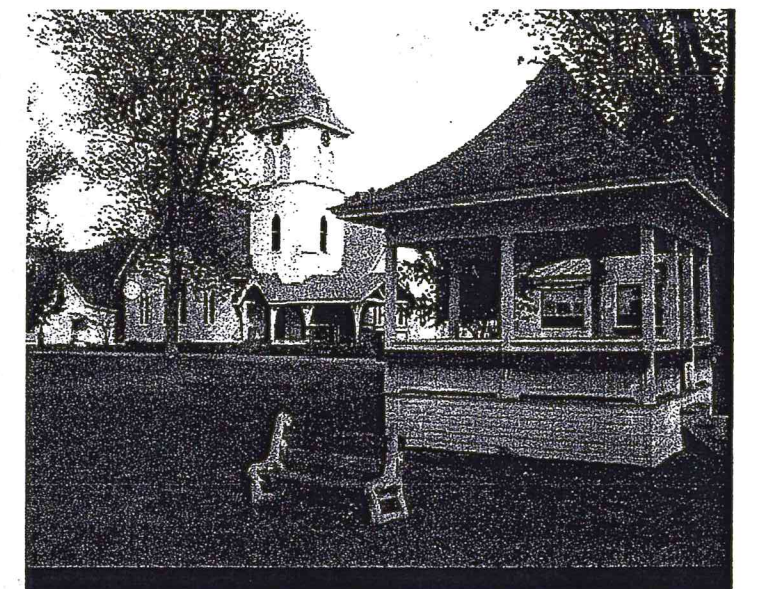
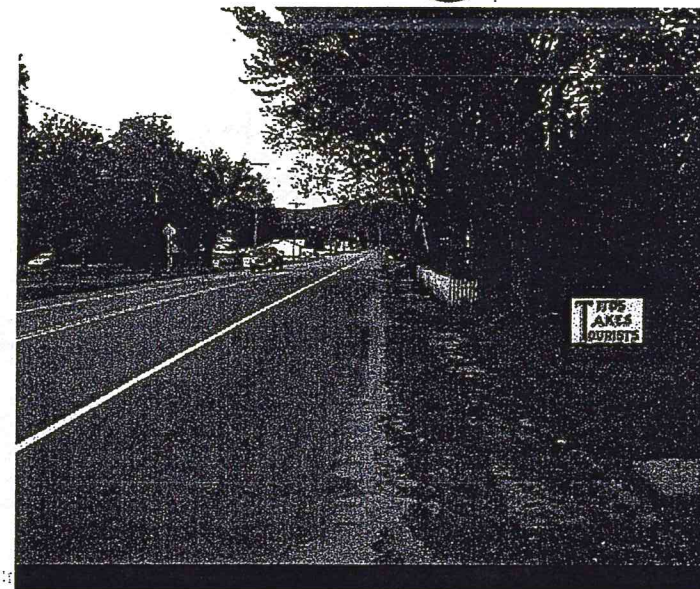
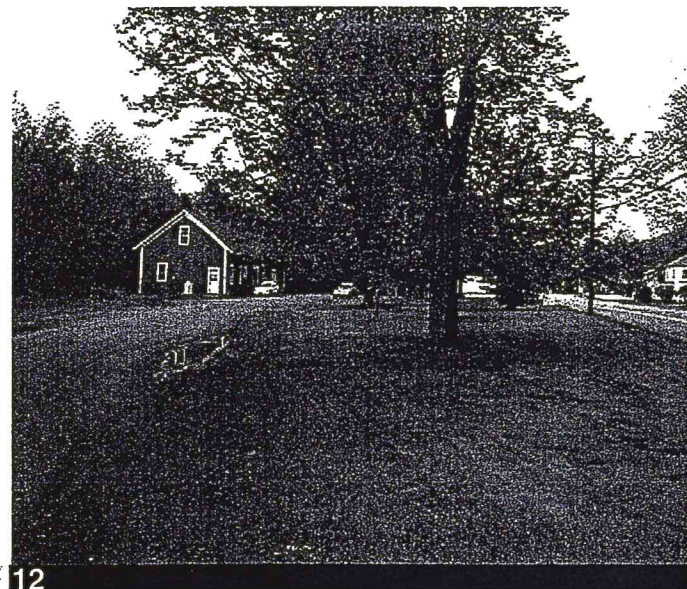
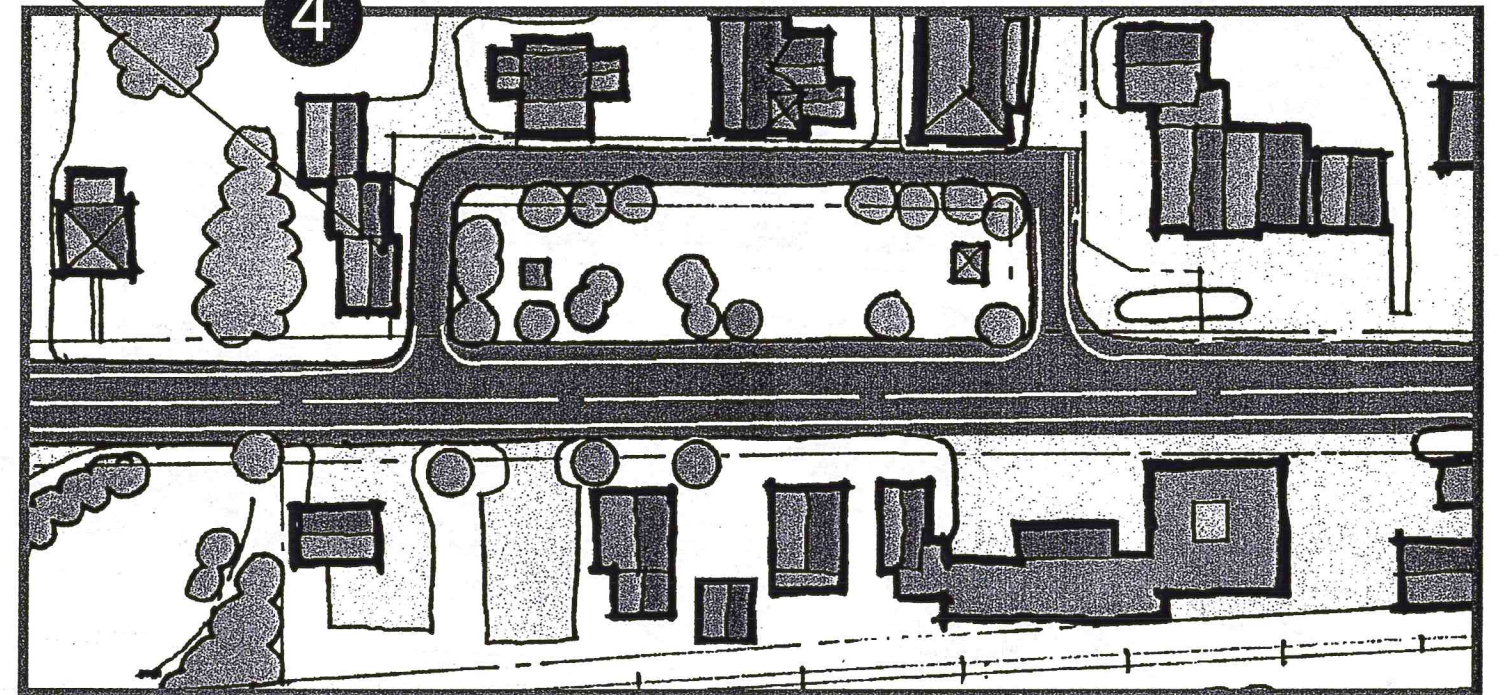
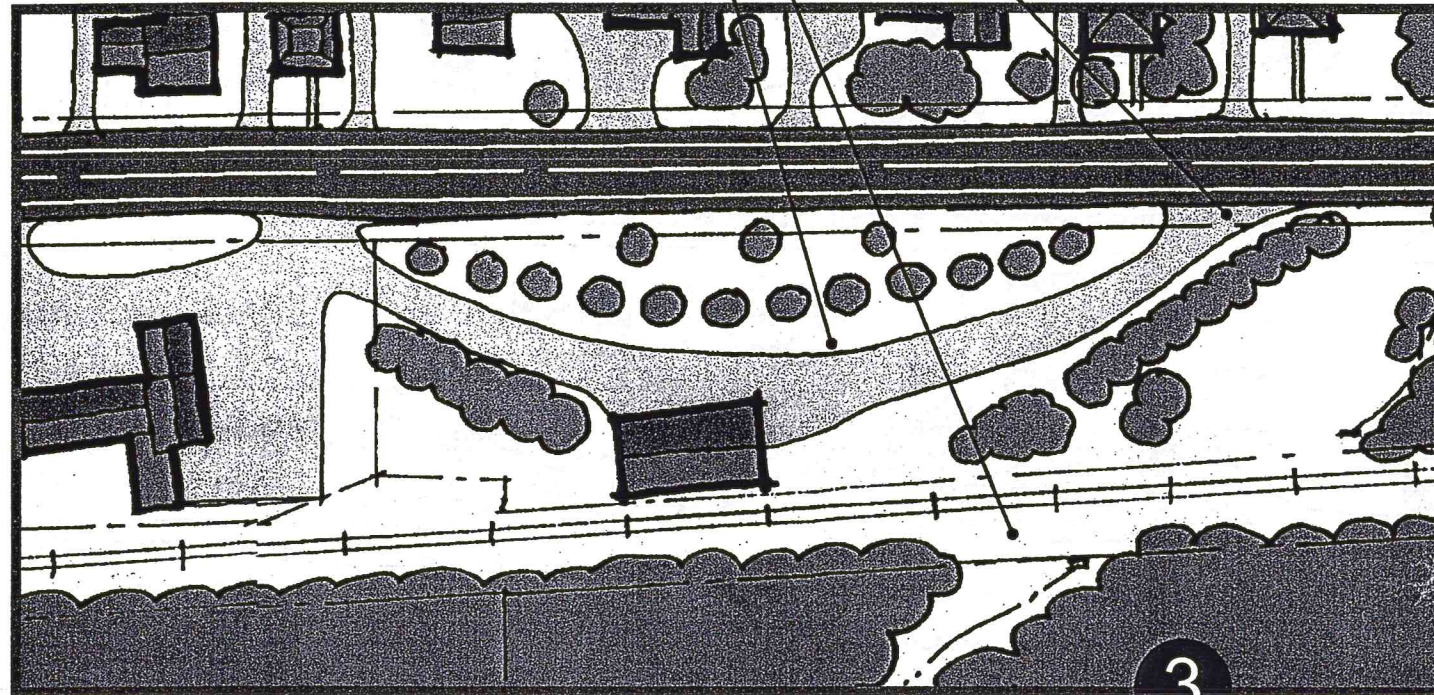
### The Common

The visual and symbolic center of the village was once a landscape of honor and dignity. The walks have fallen into disrepair, the monument base deteriorated, and plantings overgrown.

The road around the green has crept onto the lawn areas. Parking needs to be better defined and a visible edge to the green redefined.



Main Street looking north along the Village Common. The sidewalks were widened and moved away from the dusty dirt Main Street in 1898 to allow ladies to comfortably ride their bicycles without the road dust. Fairlee's Main Street was the first in eastern Vermont to be hard topped, according to *The Town Under the Cliff: A History of Fairlee, Vermont* by Philip Robinson.





### Downtown

The traditional center of activity for the town has always been the larger commercial buildings of Chapman's and the former Wing's stores. The dominance of parking lots to the detriment of a walkable village makes these buildings seem less important. Parking for the whole downtown used to be right on the street, but current zoning regulations require on-site parking

While this is the busiest part of town, pedestrians, cars and trucks must all compete for the same space in the road.

### Eastern Gateway

Entering the village at the Morey Bridge

New sidewalk to Orford is part of the bridge restoration project.

Curb cut at corner cause erratic turning movements and wide roadway curves encourage high speed turing at the intersection.

Wide open driveways are unattractive and acually reduce the area available for patrons to park .

### The Northern Gateway

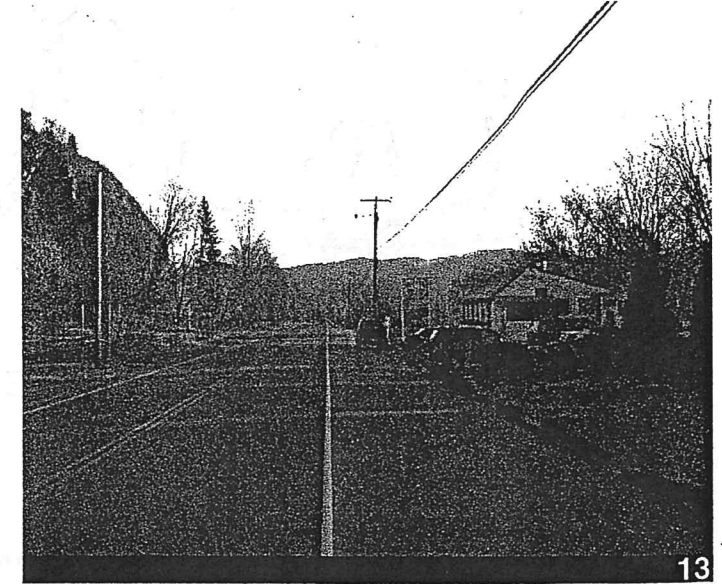
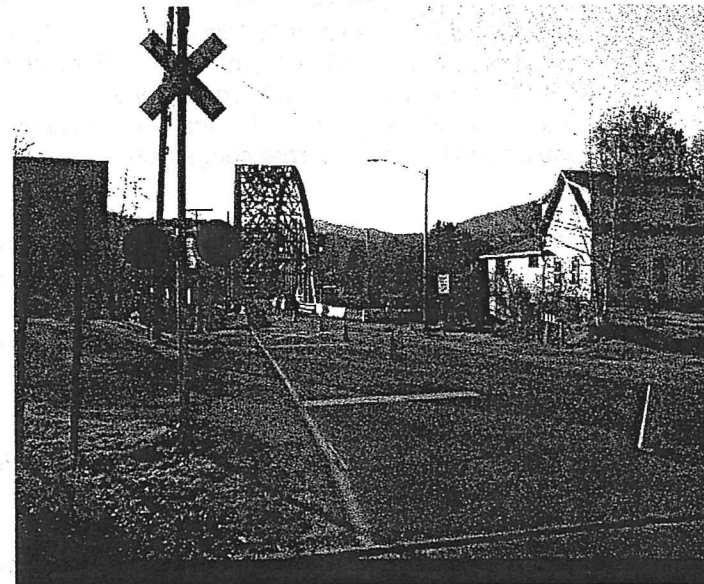
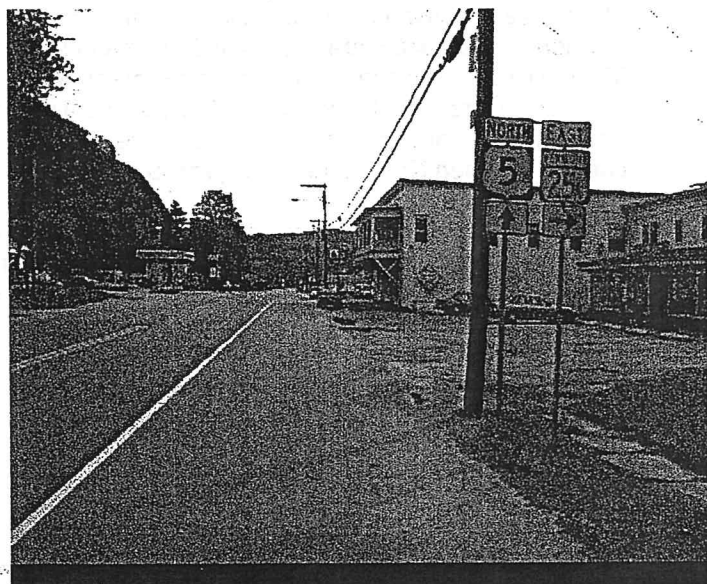
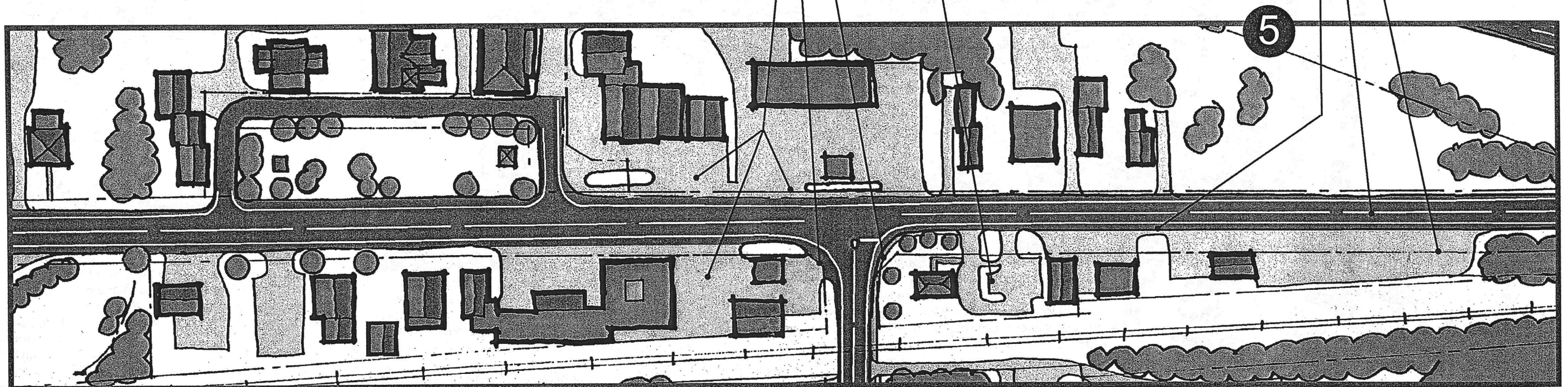
Entering the village from Route 5 North

Wide gravel curb cuts at the Diner is unsightly but the parking is useful for both cars an trucks.

The road is wide and cars travelling south through the curves below I-91 are travelling relatively fast.

The speed reader posted in this location in past years has been ineffective because it tells the speed of cars exiting the village when it too late to be useful information.

Parking at the Wells River Bank illustrates the excessive on-site requirements of local zoning. A smaller parking lot would be more attractive and still function quite well if there is safe and convenient on-street parking to augment it.

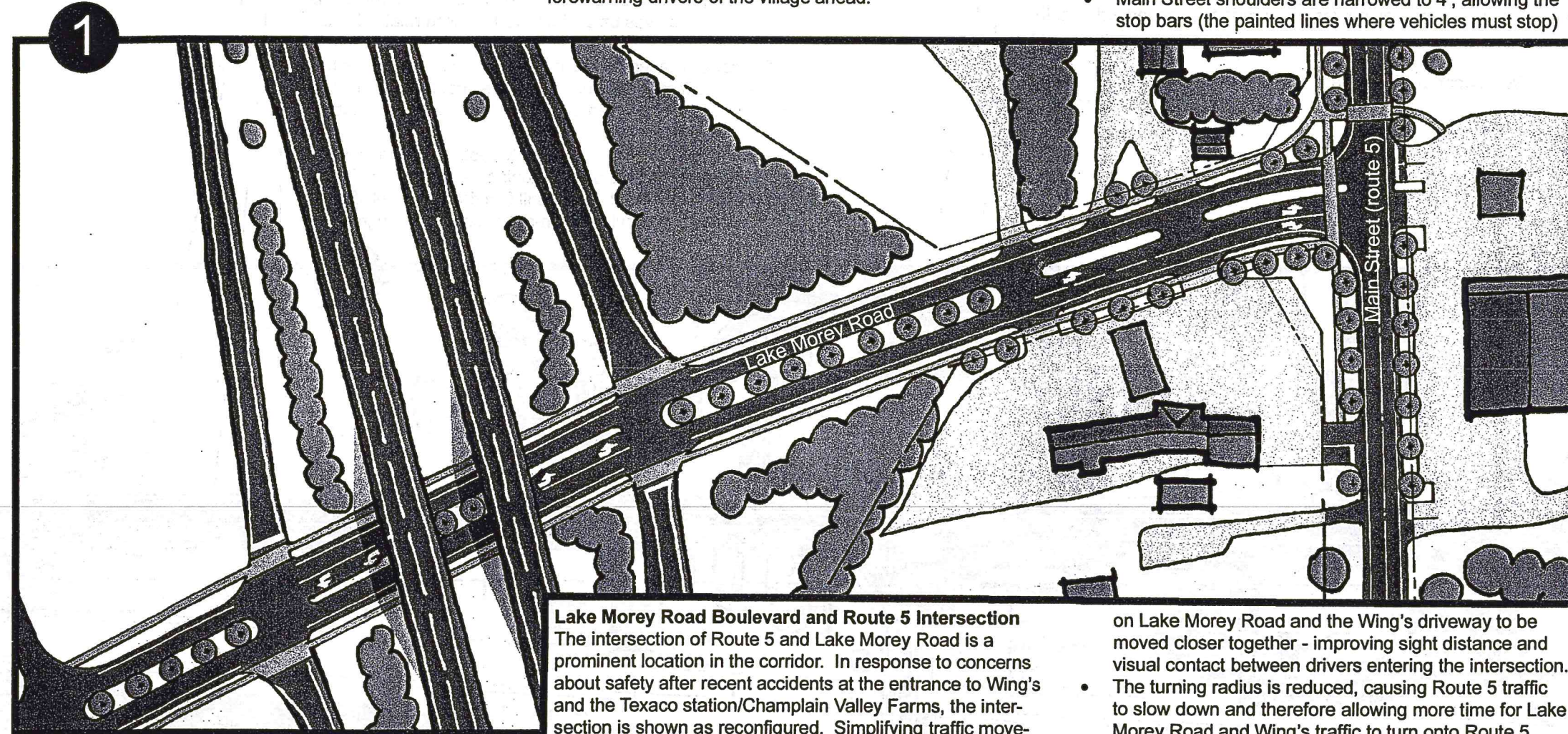




## G. Proposed Improvements

### Southern Gateway to Fairlee Village

To better define the village edge, a landscape and gateway design for Route 5 from the south has been developed. While the plan shown does not create any deflection of traffic to slow speeds, the visual cues of entering the village with street trees, landscaping and village gateway signage will assist in forewarning drivers of the village ahead.



### Lake Morey Road Boulevard and Route 5 Intersection

The intersection of Route 5 and Lake Morey Road is a prominent location in the corridor. In response to concerns about safety after recent accidents at the entrance to Wing's and the Texaco station/Champlain Valley Farms, the intersection is shown as reconfigured. Simplifying traffic movements, improving sight distances, and better defining and shortening crossing distances for bikes and pedestrians will all improve the intersection significantly. Some of the designs affect traffic calming - the physical slowing of travel speeds. Others are more passive in traffic calming but create a simpler, safer travel pattern.

Three choices have been devised for the Main Street/Lake Morey Road Intersection:

#### INTERSECTION ALTERNATIVE A: NECK DOWN

Modifies the existing four-way intersection to improve traffic safety, create a village gateway, and provide safer pedestrian connections (includes the Wing's Driveway). Main Street is narrowed at the intersection to slow traffic speeds, better define bike lanes, and eliminate the temptation of parking on the shoulders near the intersection. By allowing vehicles to stop closer to each other and clearly delineating the Wings driveway, visual access between driv-

ers at the intersection can be made and the intersection will be safer.

- Lake Morey Road is narrowed from four to three lanes of traffic.
- The median island is widened and landscaped.
- Bike lanes are created through restriping of the shoulder.
- Main Street shoulders are narrowed to 4', allowing the stop bars (the painted lines where vehicles must stop)

on Lake Morey Road and the Wing's driveway to be moved closer together - improving sight distance and visual contact between drivers entering the intersection.

- The turning radius is reduced, causing Route 5 traffic to slow down and therefore allowing more time for Lake Morey Road and Wing's traffic to turn onto Route 5.
- Grass and/or trees are planted along the side of the road on a curbed greenstrip.
- A crosswalk and sidewalk connection to Wing's from Lake Morey Road is created across Route 5. The narrowed crossing should make this crosswalk much safer than the current wide, undefined crossing.
- The corner driveway curb cut to the Texaco Station's is also closed to reduce corner congestion.

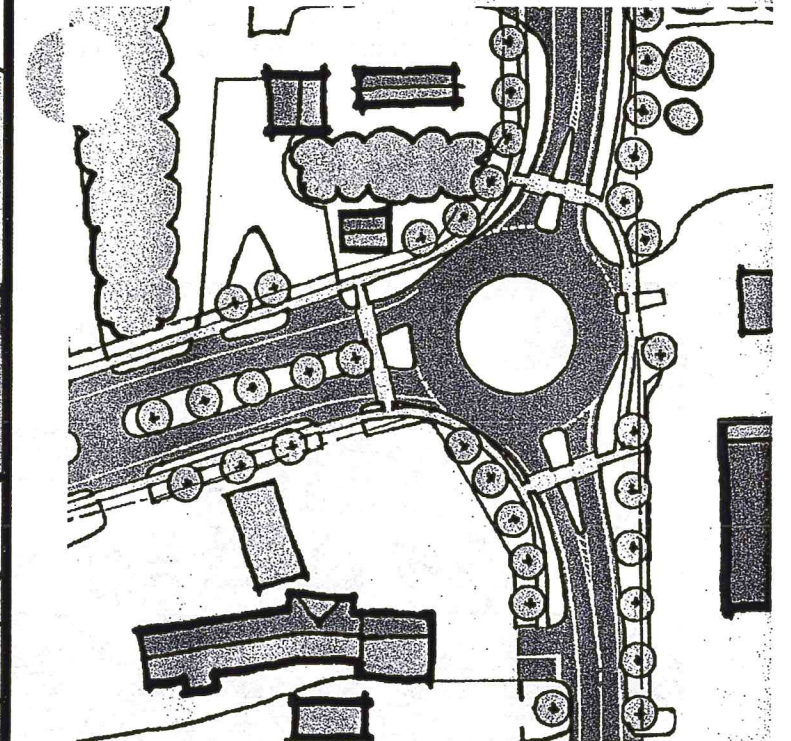
#### ALTERNATIVE B: NECK DOWN WITH LANE REDUCTIONS

Similar to Alternative A, but creates a tree-lined boulevard gateway on Lake Morey Road.

- Lake Morey Road is reduced from its current four lanes to two lanes.
- A left turn lane is created in the median for Route 5 northbound into the village.
- A 20' landscaped median is created for a beautiful landscaped village entrance. 20' is the minimum width island to allow a row of trees to be planted (see sketch).

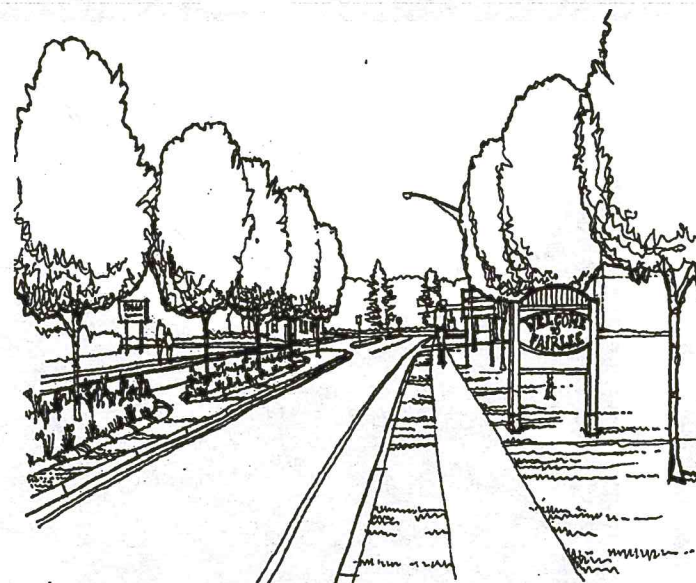
### ALTERNATIVE C: ROUNDABOUT

This intersection design replaces the current 4 way stop sign controlled layout with a modern roundabout. A roundabout is smaller, friendlier and safer than a traffic circle or rotary like those found in southern New England. A roundabout is safer because traffic moves through the intersection more slowly and more efficiently than a traditional signalized intersection because traffic is always moving, unlike the stop-and-go of a traffic light.



The roundabout can fit within the current Route 5 right of way and will improve safety, create a village gateway, and will virtually slow traveled speeds - 18-25 m.p.h. maximum. Pedestrians will find a safer and more friendly crossing, because the traveled speeds will be slow, and each street crossing requires only 1 lane at a time. The elimination of left turn movements - the typical movement at an intersection that requires a stacking lane, means that fewer lanes are required to handle the traffic movements at an intersection. Roundabouts are becoming widely used in the United States. In Vermont, roundabouts are successfully in use in Brattleboro, Montpelier and Manchester, in high traffic areas where accident rates were high. In the Upper Valley, several roundabouts are planned: in Norwich on the Route 5 /Route 10A corridor between Norwich and Hanover, and in Hanover, NH, on Route 10.

- Lake Morey Road becomes a two-lane road with the extra pavement space being reallocated to the center median which can become part of a tree-lined gateway.
- Sidewalks are continuous around the roundabout.
- Smaller medians are created to guide traffic on Main Street and to create safe crossing zones for pedestrians.



View from Lake Morey Road to Route 5



**Main Street from Lake Morey Road - School Street**

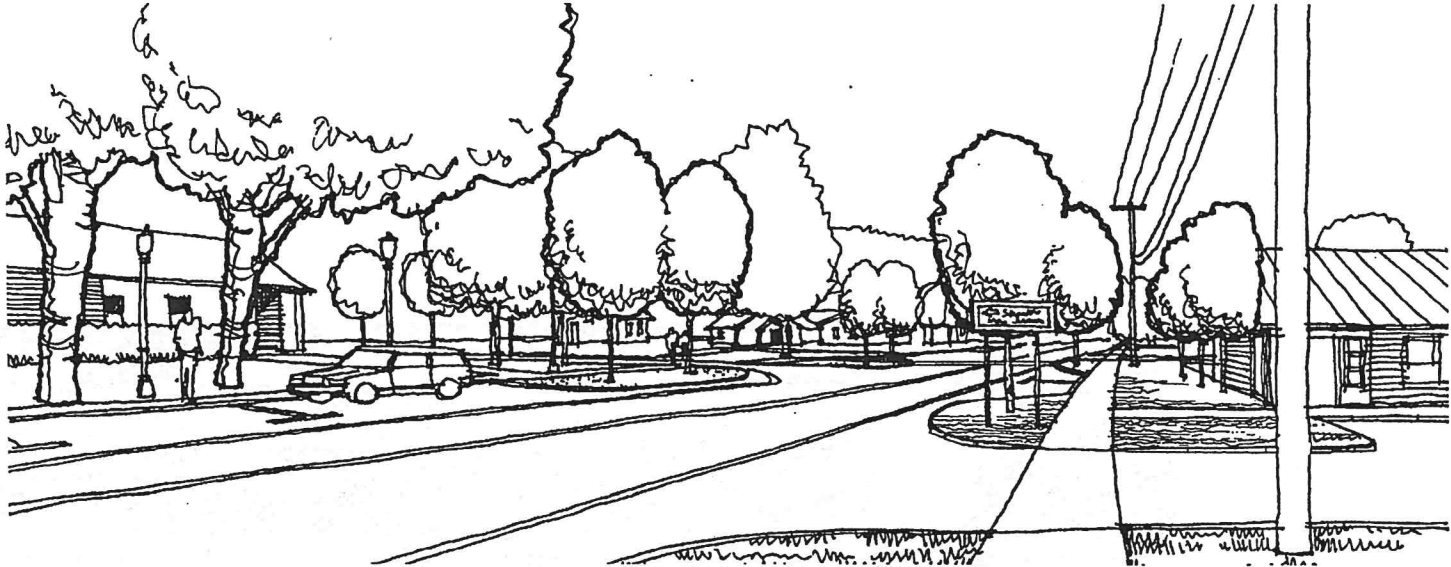
The General Plan shows Route 5 maintained as a two-lane road with moderate changes. Traveled lanes are narrowed from 12-11', a 4' bike lane is defined from the shoulder space, and on-street parking is defined in the remainder of the shoulder on the roadside. Curb extensions or bulb-outs are provided to define safe crosswalk locations, and to provide a visual narrowing view of Main Street that is suggestive of a slower road.

The General Plan also shows a continuous sidewalk on the west side of Route 5. This will serve residential properties on that side of the road, and also connect the Town Hall, Post Office, Library, Village Green, Town Offices and Church. While the Depot is left out from this sidewalk connection, crosswalks are located to access the depot and the Byway Visitors Center, Flea Market and the Farmers Market. From the Depot north, sidewalks are provided on both sides of the

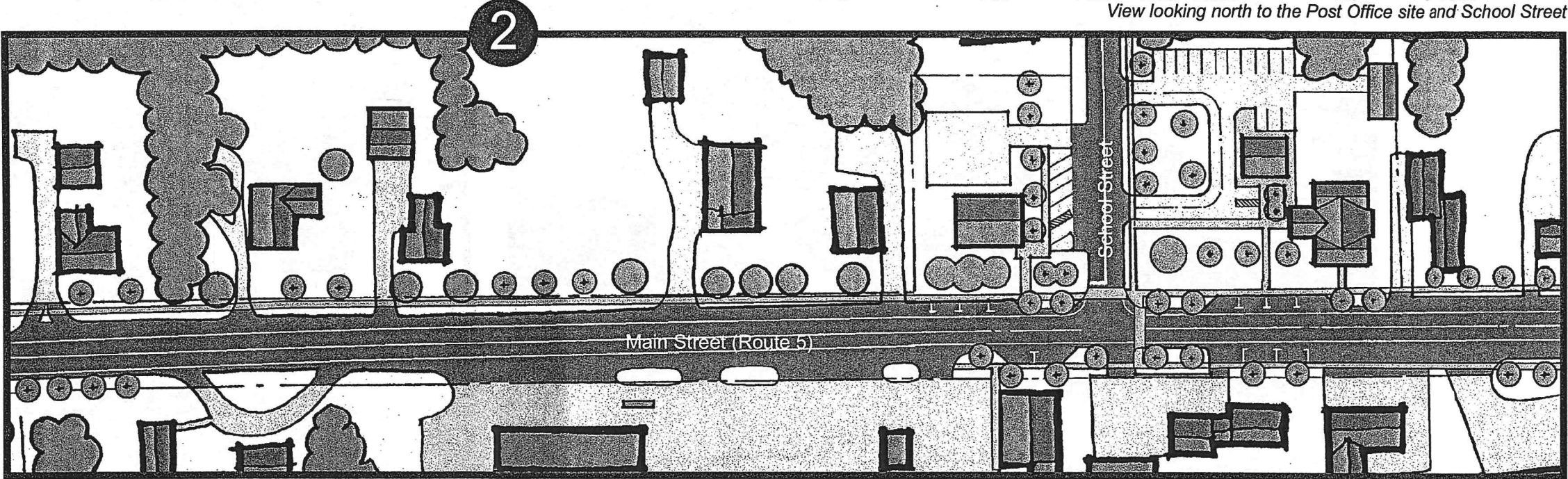
road all the way to the Bridge Street intersection. A crosswalk is provided at both ends of the Green, further reinforcing the connections between the Green, the Depot and stores on Main Street.

This plan does not address the frequent curb cuts for commercial driveways along Route 5 between the Depot and Wing's. Existing parking for businesses remains the same, although the entire Route 5 corridor would benefit from comprehensive parking and access planning. The assumption is that local site plan review of future development of that area will address the design of commercial driveways to make sure they are better defined.

The plan includes the creation of the Cross Rivendell Trail through town from Fogg's to the school and Bridge Street, and the Connecticut River Trail from Bridge Street to the Depot and Birch Meadow Farm.



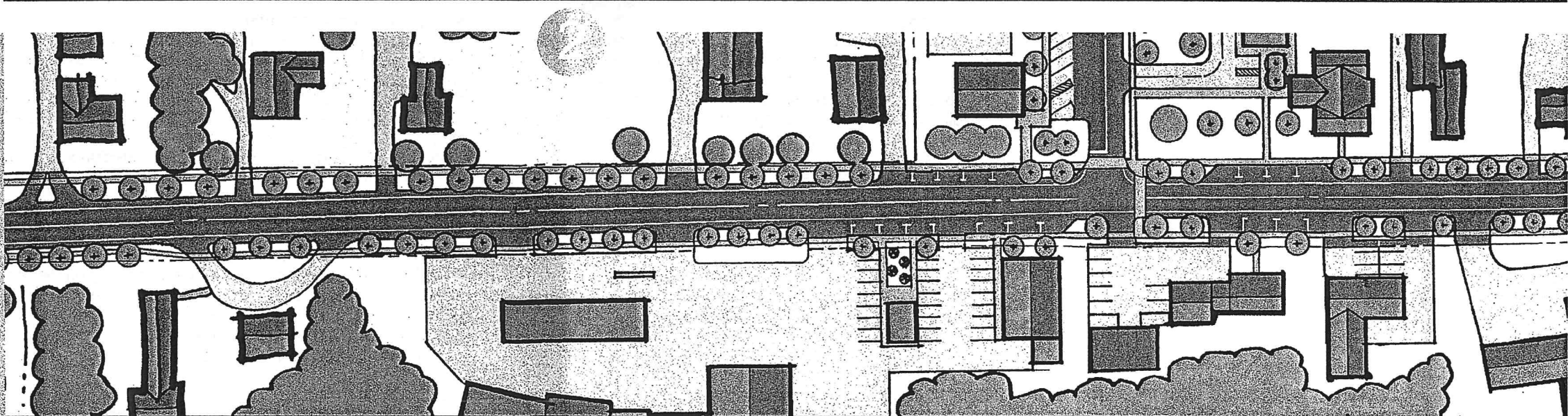
View looking north to the Post Office site and School Street



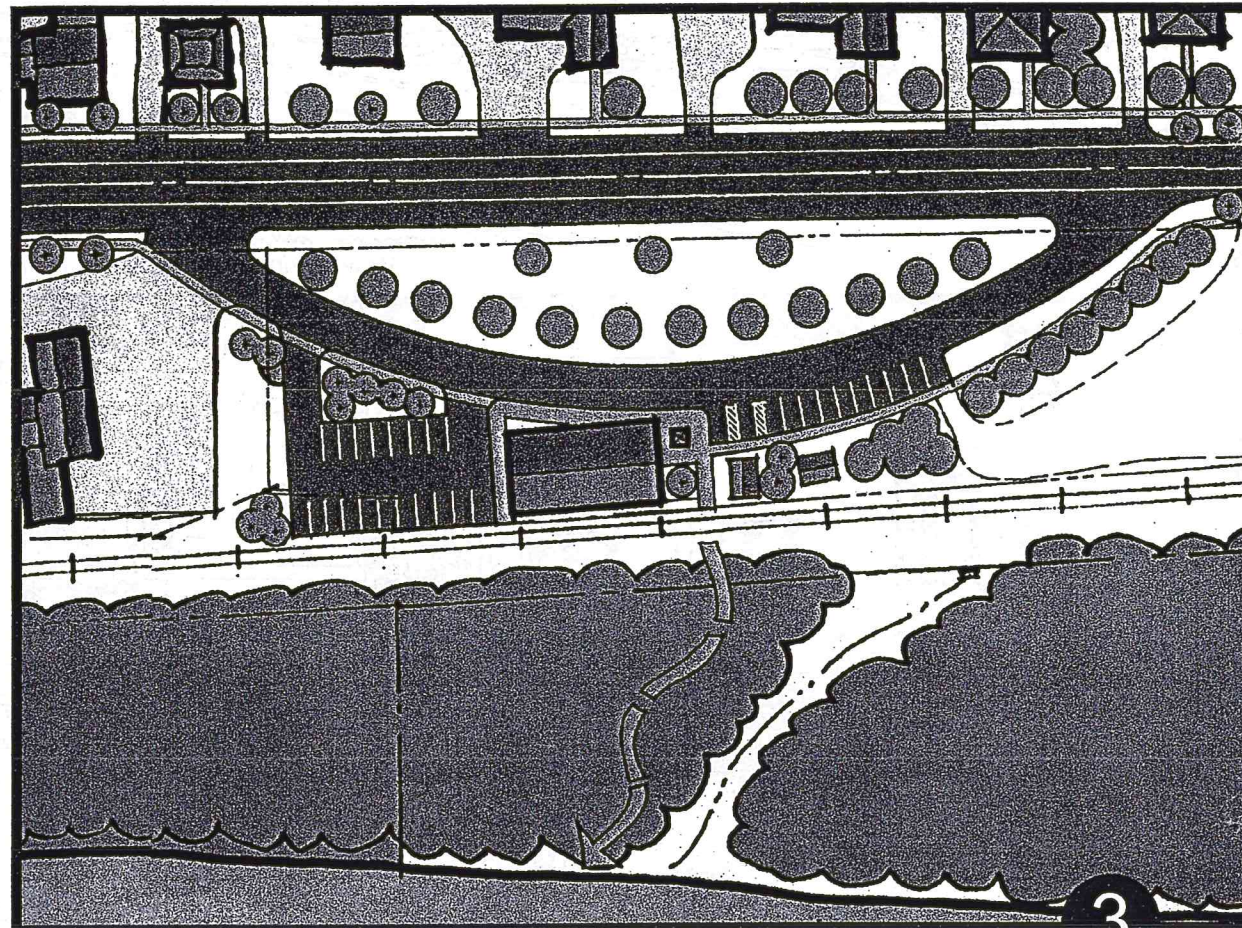
**Optional Plan**

*Optional Plan components in addition to those in the General Plan include:*

- Add storm drainage system in the form of catch basins and linear pipe to properly drain Main Street and protect pedestrians. Drain towards the Connecticut River.
- Maintain wide shoulders for parking and bike use.
- Create a sidewalk along the east side of the street between the Depot and Waters Sales & Service.
- Access management to better define curb cuts, driveways and on-site parking between the Depot and Waters Sales & Service.



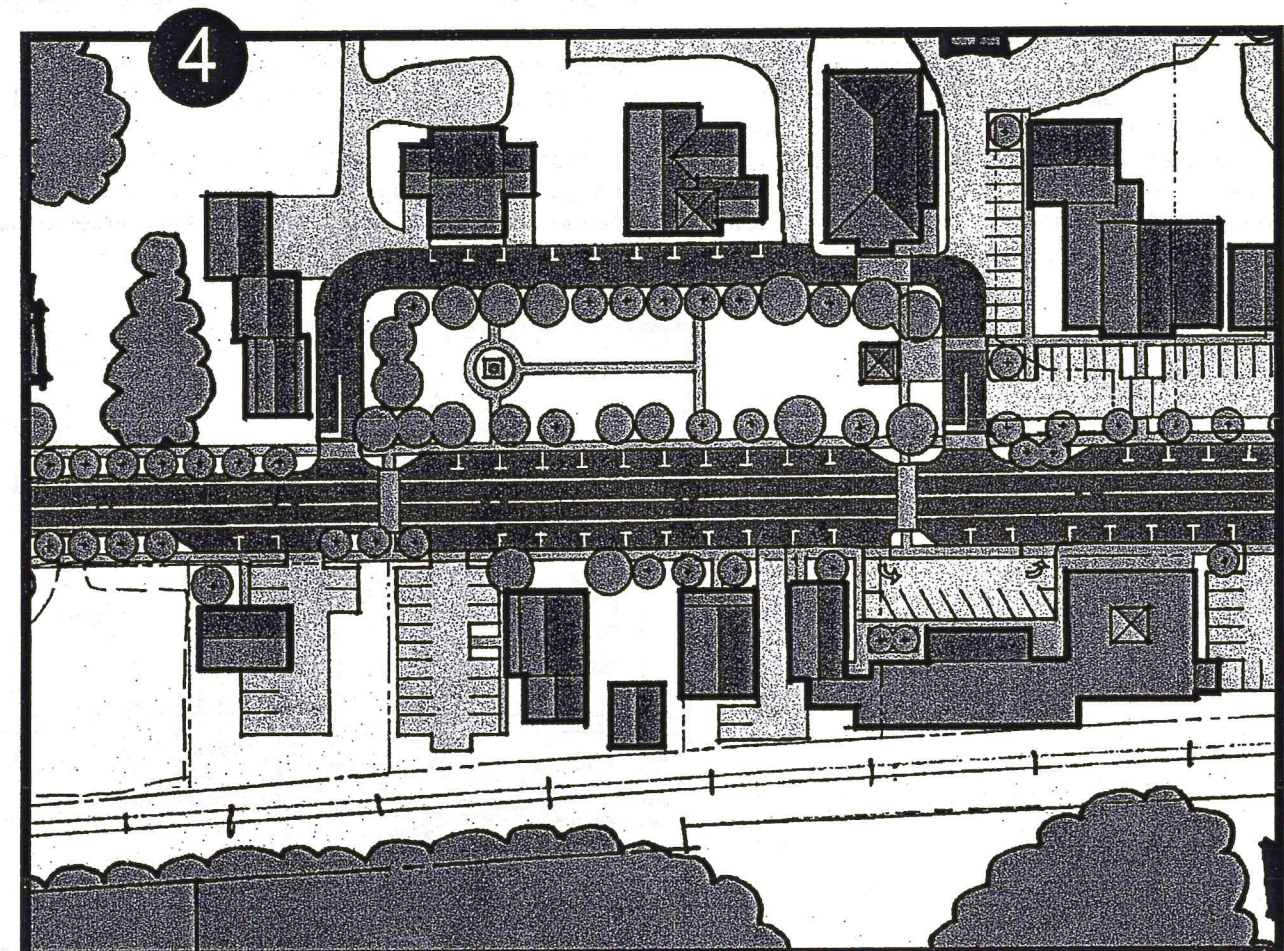




### The Depot

The Depot renovations will be completed in the summer-fall of 2001, but only minimal improvements are planned for the adjacent park. The General Plan defines possible future improvements for increased parking on either side of the building where the old baggage and storage yards were, and creation of a walkway connecting to sidewalks along Main Street. This will create better-defined parking patterns for both Visitor Center guests as well as Saturday Flea Market and future Farmer's Market users. Funding for parking improvements could be available through VTrans' Park 'n Ride lot program.

Depot park shows extensive signs of impacts from automobiles from the Flea Market, such as soil compaction, erosion, rutting and puddling of the driveway, dieback of grass and the maples trees on the lawns and driveway verges. Without adequate definition of parking and access, the green will be lost as an attractive greenspace, and the cost to return it to prominence will be great.



### Village Common Improvements

The village green, once a visual and activity center of the community has declined somewhat recently. Overgrown shrubs, missing trees and a lack of walks detracts from the overall quality of the space. Review of historic photographs of the green shows a landscape of dignity and care, with a strong focal point between the gazebo with a central walkway. Plantings were largely a perimeter of large deciduous canopy trees, and ornamental plantings in the green for color and interest. These elements are shown as being returned to the green in both the general and alternative village center plan.

Additional improvements to the green include a sidewalk along Main Street, improved definition of parking on the Main Street side of the green and next to the church and town offices. Additional enhancements to the green might include flowerbeds maintained by the garden club or local volunteers, historic street lighting and signage.



**Main Street from the Village Common to Bridge Street**

The General Plan shows improvements to on-street parking and pedestrian access with sidewalks and crosswalks. The basic cross section of the street is maintained but the wide shoulder is defined as permanent on-street parallel parking with a bike lane. The building frontages for the video store and former Wing's building are particularly improved because there is a net gain of parking spaces while the existing off-street spaces are preserved and enhanced. On the Chapman's side, on-street parking is defined between two store driveways, and the off-street parking in front of the store is enhanced with a generous curbed median, sidewalk, and walkways to the front entrance. Similar treatments are shown for the Cumberland Farms frontage where the wide curb cut is narrowed somewhat - while still maintaining accessibility for tractor trailers.

The intersection of Bridge Street is shown with an enlarged pedestrian median and crosswalk on Bridge Street. The confusing corner driveway from the Evans site is relocated further around the corner to a much safer location, and a sidewalk is continued around the corner for pedestrian access to Bridge Street and to Route 5 north.

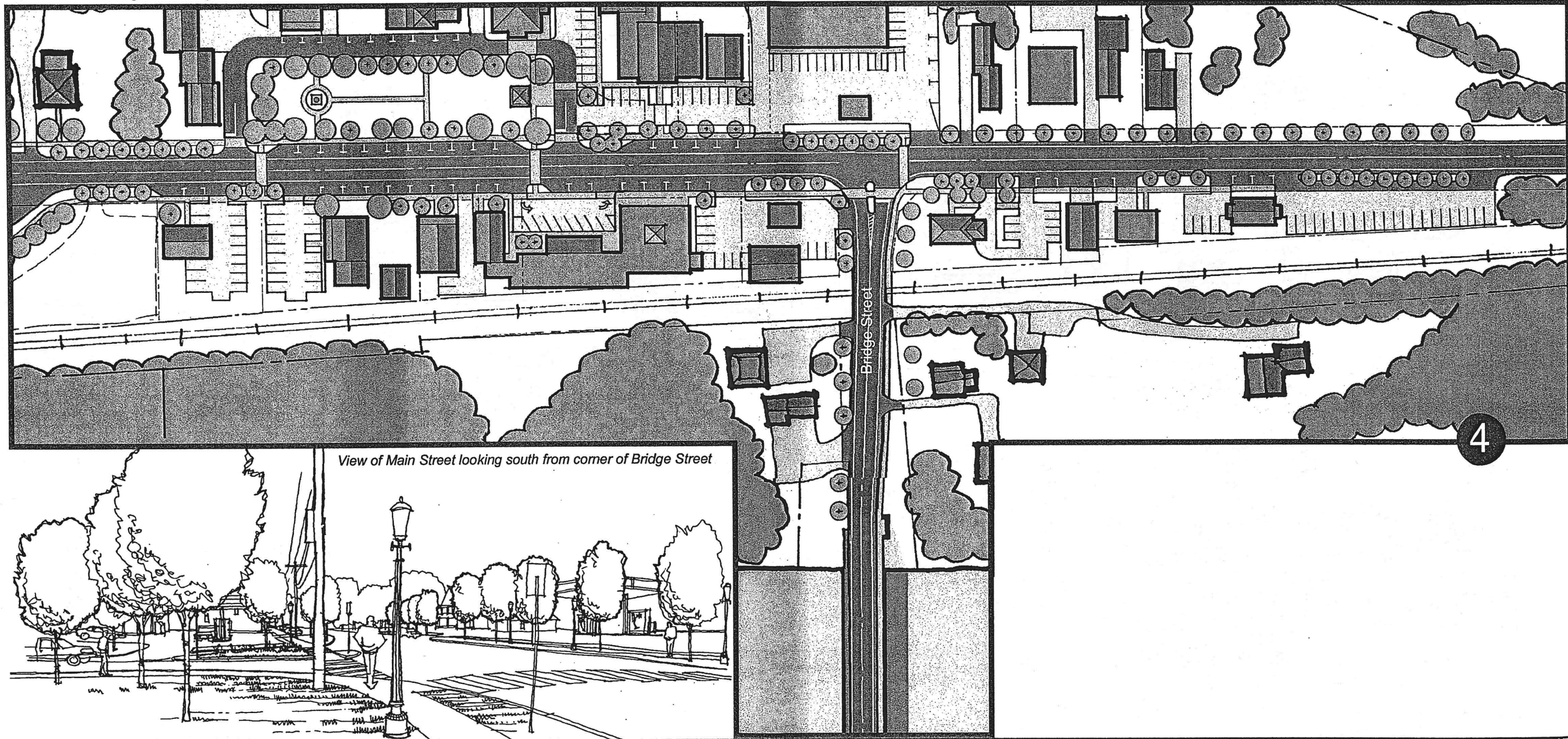
The alternative village center plan shifts the location of Main Street such that a curve is introduced to slow traffic and cut down the long sightline that encourages speeding cars and trucks. This plan allows for angled parking to be created in the village center - much like it was before the road was widened. Parking for the video store is relocated to on-street angled parking for customers. Residents parking is relocated to the northern side of the Wings building (all under one ownership).

The effect of this roadway shift can be accomplished completely within the existing wide paved area of the road and the existing state ROW for Route 5. The effect on speeding should be dramatic and many positive changes to the road can be made so that a more pedestrian-friendly, visually interesting Main Street is created.

**Bridge Street north to the Diner**

North from the Bridge Street intersection, the same essential improvements are shown to continue to the Fairlee Diner. Sidewalks continue on bottosides of the street to Cumberland Farms. A crosswalk to a single sidewalk on the east side of Route 5 connects from Bridge Street past the Wells River Savings Bank and other buildings. Street tree plantings are shown along both sides of the road but coordination

with overhead utilities may pose challenges in some areas. Most on-street parking is eliminated at the diner, as there is adequate off-street parking. At the diner, a line of street trees serves a similar function as the southern gateway, presenting a village streetscape such that travelers will note a change in the character of the road and slow down. Improved access and egress are provided at the diner to improve traffic flow and reduce the large unsightly curb cut at the edge of the village.





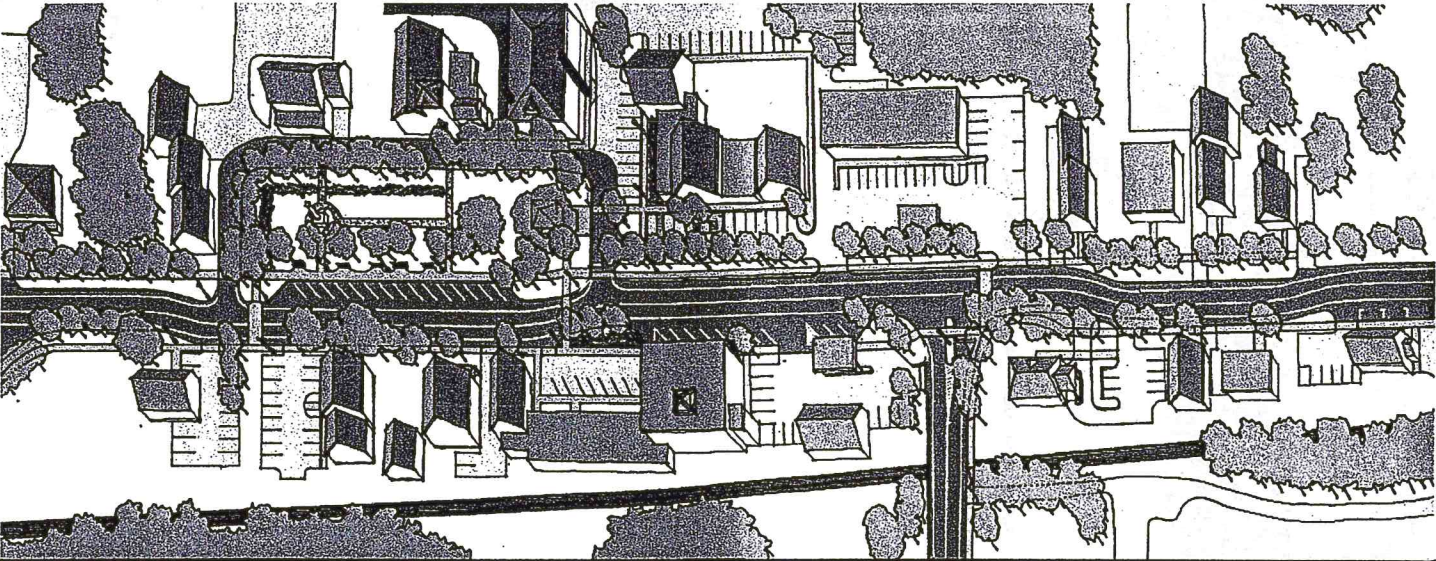
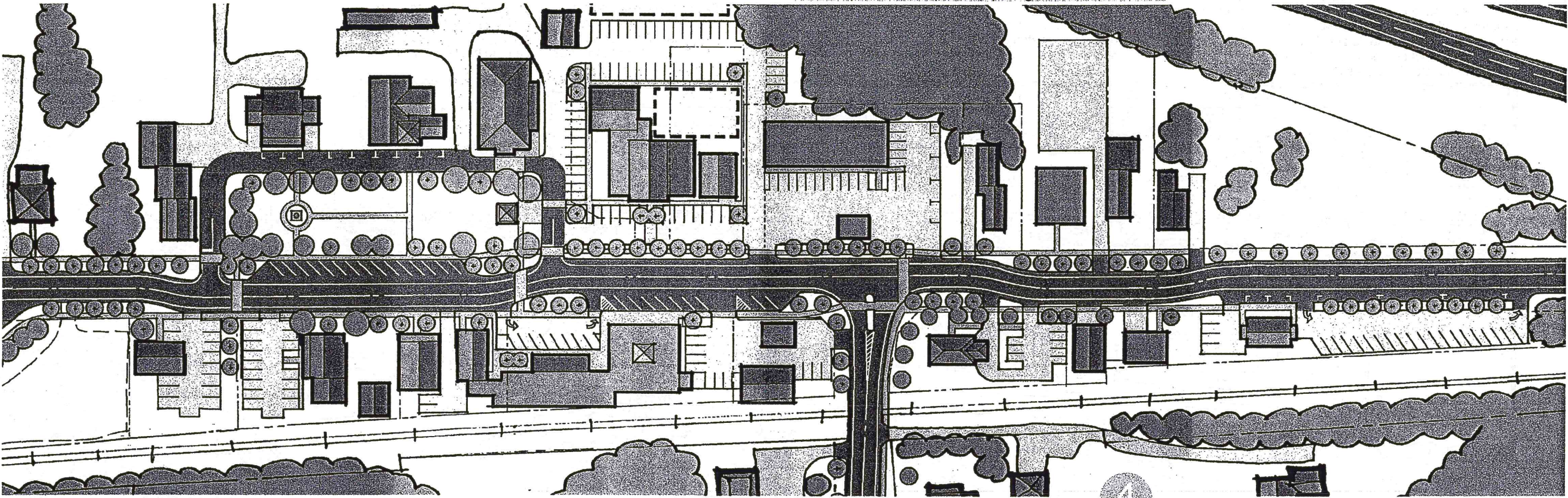
The **Village Center Option** was developed to produce a design that would more aggressively slow traffic in the Village center. The plan shown introduces a series of road curves and modifies the village gateway near the Fairlee Diner. A truck pull-over lane or shoulder is also shown on this plan to eliminate the need for trucks to enter the diner's parking area as shown on the general plan.

**Village Center Option**

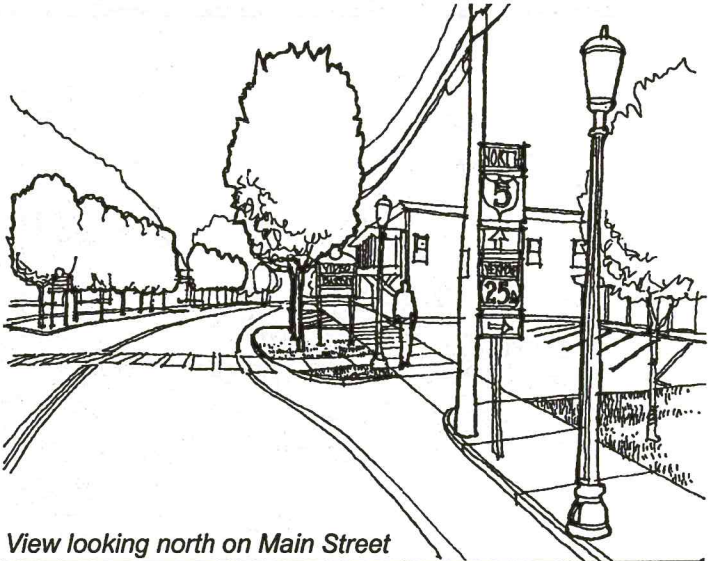
- South of the Depot, narrow shoulders to 4' to provide bike lanes.
- In front of the Depot, extend the curb and create defined off-street parking.
- North of the Depot, create on-street parking, either as parallel or diagonal spaces, alternating from the east to west sides of the street with 4' bike lanes.
- Introduce gentle curves to the road from the Common to Bridge Street.

- Create a curb with integrated street drainage, sidewalks and street trees.
- Commercial access management is improved with driveway definition and relocation.
- Create a sidewalk along the entire east side of the street (from Wings to the Fairlee Diner).
- Introduce pedestrian scale lighting in the commercial downtown.
- Create greenspace in the current video store/ apartments/ antique dealer parking area.

- Connect off-street parking for Chapmans, Merchants Bank and Cumberland Farms by removal of a planter, and reduce or better define the number and width of curb cuts (driveway entrances) in front of these businesses



Axonometric view of the village center.



View looking north on Main Street



# H. Trails & Bicycles

## Trails and Paths

Over the years, Fairlee had hosted a series of walking paths for residents and visitors, but most of those paths have not been located in the village. Historic and current maps show a network of trails around Lake Morey in particular. The popularity of trails in the Upper Valley suggests that trails encourage a greater sense of community. As residents and visitors have the opportunity to see the special places that are off the beaten path of the major road corridors, they enjoy themselves and meet others. Regionally, the Palisades are an example of a great trail resource that is not developed for its fullest potential.

In Fairlee, public input has identified an interest for trails along the river and through the village. Several trails that might enhance community and tourism values in Fairlee Village are described below and shown on the accompanying map.

*The proposed trail routes shown are subject to discussion and the consent of landowners along the route. Refinements/alterations in the trail's design maybe required as planning proceeds.*



## The Cross - Rivendell Trail

The Cross-Rivendell Trail is planned to traverse the four Rivendell communities from Vershire to Mount Cube. Recently awarded grants from the Vermont and New Hampshire Recreational Trail Programs, this trail is planned to be a venue for both school and community access to natural and cultural heritage areas of the district, as well as host to an environmental education curriculum for the district's children. This path would also allow for trail connections to be made from the Fairlee Village to the network of Lake Morey trails on the other side of the I-91.

In Fairlee Village, the path could connect south, from the Samuel Morey School parallel to I-91, leading to Fogg's Hardware and the sidewalk on Lake Morey Road. A northward segment of the path would lead from the school to the Village Common and Main Street. These two footpaths would better define the informal short-cuts children are already making and provide for a safe off-road walkway. It is assumed that a simple gravel path will be adequate for the trail, and students from Rivendell Academy, under the guidance of school and assisting trail design professionals, are organizing

the trail planning and possible implementation. In the future the project could be eligible for REI, Patagonia, the Upper Valley Community Foundation, the National Park Service or Service Learning grant assistance.

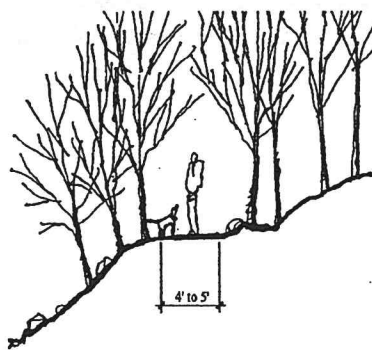
## The Connecticut River Trail

In Fairlee, there is no public access to the Connecticut River anywhere in the village and perhaps even across the whole town. While the river is a beautiful public resource, its potentials are unrealized, even unappreciated. A recreational trail along the Connecticut River would be a significant local amenity to provide continuous access to the Connecticut River for residents. Having the Connecticut River Scenic Byway Waypoint Visitor Center at the Depot also provides a possible access point to the trail with trailhead facilities such as parking, interpretive and informational signage, personal information, and public bathrooms for area visitors. Combined with



the attractiveness of the river, the trail could become an important attraction for the village, supporting the tourism and recreation economy. Riverwalks throughout New England have also done well as interpretive sites for the ecological, social, cultural and historical features of rivers and their communities, a mission well suited to the Depot.

From the Depot, the trail could follow the state railroad ROW along the riverbanks above the river. Leading southward from the village behind Wing's, the trail could eventually lead to conserved lands on an agricultural peninsula well south of the village known as Birch Meadow Farm. North of the Depot, the trail could parallel the railroad tracks and the river, ending at the new sidewalk on Bridge Street at the foot of the bridge. Most of the trail could be built as a simple footpath.



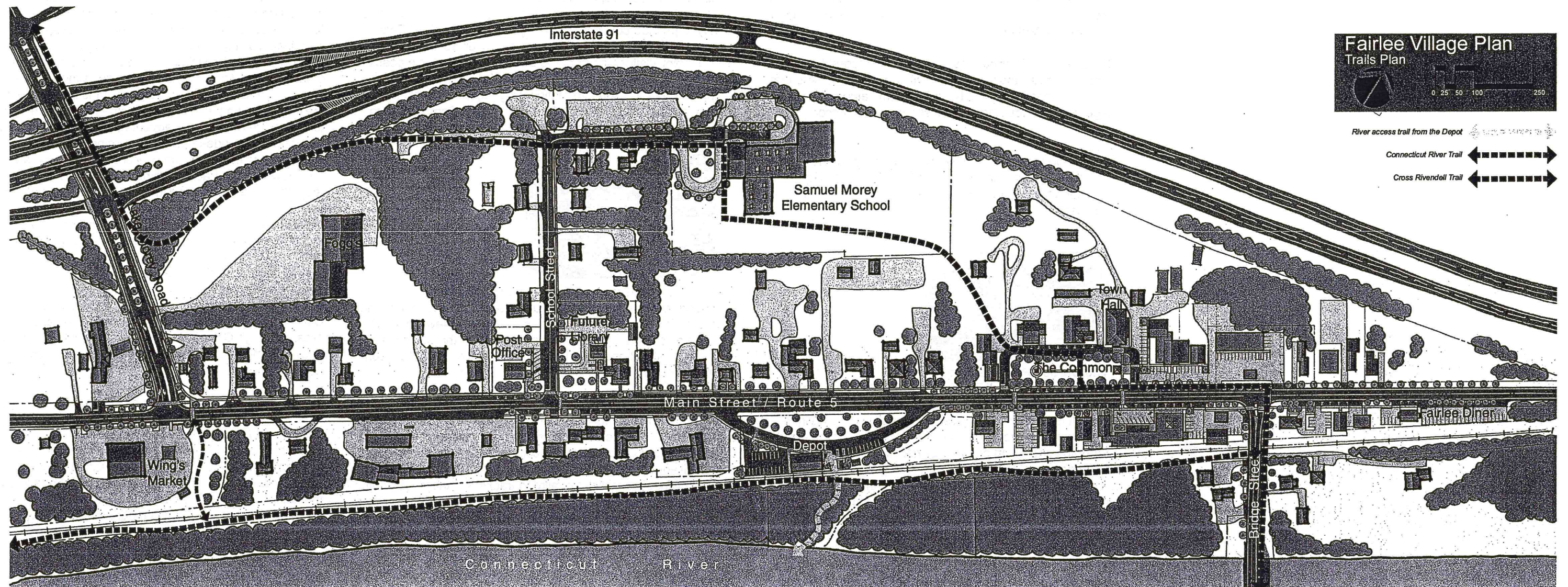
Scenic and interpretive overlooks to the river could also be established and coordinated with the Upper Valley Birding Trail, Silvio O. Conte Wildlife Refuge, Connecticut River Scenic Byway and other programs. Funding for those features are available through grants similar to the grants the town received for the Depot renovations and the Cross - Rivendell Trail.

One major future issue for the Connecticut River Trail is the need to locate a grade-separated crossing of the railroad tracks at the Depot. As experienced by the Montshire Museum further south, the state and railroad operators face significant liability constraints to allowing on-grade crossings. State and federal policies also place restrictions for on-grade crossings. The town will need to further explore this issue. Given that the current railroad operator is in financial default, the tracks may not be in use for some period of time. The town may be able to take advantage of the hiatus in order to construct a grade-separated crossing. A review of the site suggests that topographical challenges to the area will not allow a below track crossing such as was accomplished recently at the Montshire Museum. Instead, some form of over-the-track structure may be required. Alternatively, should the railroad line be converted to a rail trail or rail-with-trail, crossing issues may become moot. The Two Rivers - Ottawa-Quechee Regional commission is pursuing a grant to study a rail-with-trail possibility later in 2001.

Access to the river could also be created with trail from the Depot to a boat dock for non-motorized boats and a picnic area. Although Orford, NH does have a boat launch, it is very busy with motorboats and their wake is often uncomfortable for paddlers.

The path may also need to traverse at least one parcel of private property near Bridge Street. Initial conversations with the landowner, who desires to develop the site in the future for village commercial and residential uses, indicated a general interest and willingness to create a path on his land, and that perhaps the crossing problem might be solved to the mutual benefit of both the town, the landowner, and others along Main Street who have no access to the river.





# Fairlee Village Plan Trails Plan

River access trail from the Depot

Connecticut River Trail

Cross Rivendell Trail



I. Phasing & Costs

It has been generally understood that the plans in this report will be funded on a phased basis, as monies are available, and as the community gains consensus about the need and appropriateness of the improvements. For the purpose of understanding possible phasing of the project, the following pages describe the different elements of the project, and their relative costs to be completed.

One major cost factor that is unfortunate for the town is the lack of a central drainage system for Route 5 through the village. The inclusion of drainage for the Main Street improvements almost doubles the cost of the project and, as opposed to many community streetscape projects, is above and beyond most traditional project costs and scope of improvements. The origins of the absence of a drainage system for Route 5 in Fairlee are a mystery, and a shortsighted decision that the town must now pay for, if this project is to proceed.

The basis for cost estimates are very rough based upon large-scale maps and aerial photographs that may be inaccurate to some degree. However, the basics of the projects are included, and a generous contingency set -aside is defined for unanticipated for both estimating quantities as well as variances in prices that may occur. Unit prices are from the VTrans published project costs units for FY 1999. Estimates are provided in English units.

Costs do not include extraordinary measures that may be associated with utilities and compliance with technical requirements of state and federal permits.

Note: The phasing plan provided does not necessarily represent a prioritized list. Future planning by the town will need to decide an order of importance for implementation.

Phasing (South to North)		
Approx. Length in Feet/Est. Cost per phase		
1. Route 5 South Approach	Length: 250	Cost: \$57,275
2./2A. Lake Morey Road: Blvd. and RT 5 Intersection	Length: 1000	Cost: \$239,900 / 314,900
3./3A. Main Street from Lake Morey Rd.-School St.	Length: 1000	Cost: \$296,000
4./4A. Main St. from School St. to the Village Common	Length: 1175	Cost: \$259,855 / 441,775
5. Village Common Improvements	Length: 290	Cost: \$120,150
6. Main Street from the Village Common to Bridge St.	Length: 260	Cost: \$282,940
7./7A. Bridge Street north to the Diner	Length: 650	Cost: \$165,900 / 220,400
8. Cross Rivendell Trail from Lake Morey Drive to the Samuel Morey School	Length: 1500	Cost: \$21,500
9. Cross Rivendell Trail from the Samuel Morey School to the Depot	Length: 1050	Cost: \$16,500
10. Connecticut River Walk from Wings south to Birch Meadow Farm	Length: 2,000	Cost: \$101,000
11. Connecticut River Walk from the Depot to Wings	Length: 2000	Cost: \$66,351
12. Cross Rivendell trail from Bridge St. to the Depot	Length: 1100	Cost: \$121,600

Costs (South to North)				
1. Main Street South approach				
General plan: 250'				
pavement removal and patching	type	unit	cost	total
	allowance	1	\$10,000	\$10,000
sidewalk	sf	650	\$10	\$6,500
new curbing	lf	275	\$25	\$6,875
grass median	sf	1750	\$10	\$17,500
trees	ea	16	\$600	\$9,600
bike lane stripe	lf	400	\$2	\$800
total				\$51,275
2. Lake Morey Road improvements and Rt 5 intersection				
General plan: 1000'				
pavement removal and patching	type	unit	cost	total
	allowance	3	\$10,000	\$30,000
sidewalk	sf	500	\$10	\$5,000
new curbing	lf	2000	\$25	\$50,000
reset curbing	lf	150	\$10	\$1,500
curved curbing	lf	240	\$35	\$8,400
crosswalk	ea	6	\$500	\$3,000
grass median	sf	1000	\$10	\$10,000
trees	ea	30	\$600	\$18,000
tree lawn soil preparation	CY	500	\$20	\$10,000
bike lane stripe	lf	2000	\$2	\$4,000
pedestrian scale lighting	allowance	1	\$200,000	\$100,000
total				\$239,900
2A. RT 5 /Lake Morey Road intersection				
Alternative plan for roundabout				
addon for roundabout at Rt 5 over general plan improvements	type	unit	cost	total
	allowance	1	\$75,000	\$75,000
3. Main Street from Lake Morey Road - School Street				
General plan: 1000'				
pavement removal and patching	type	unit	cost	total
	allowance	2	\$10,000	\$20,000
CB's	ea	6	\$3,500	\$21,000
LF of drain	lf	1200	\$35	\$42,000
sidewalk	sf	7500	\$10	\$75,000
new curbing	lf	1500	\$25	\$37,500
curved curbing	lf	60	\$35	\$2,100
crosswalk	ea	2	\$500	\$1,000
grass median	sf	6950	\$10	\$69,500
trees	ea	19	\$600	\$11,400
bike lane stripe	lf	2000	\$2	\$4,000
pedestrian scale lighting	allowance	1	\$25,000	\$12,500
total				\$296,000
3A. Main Street from School Street - town common Main Street Lake Morey Road to School Street				
Alternative				
pavement removal and patching	type	unit	cost	total
	allowance	1	\$10,000	\$10,000
CB's	ea	2	\$3,500	\$7,000
LF of drain	lf	65	\$35	\$2,275
sidewalk	sf	5000	\$10	\$50,000
new curbing	lf	600	\$25	\$15,000
grass median	sf	2500	\$10	\$25,000
trees	ea	40	\$600	\$24,000
pedestrian scale lighting	allowance	1	\$25,000	\$12,500
total				\$145,775
4. Main street: School Street to the common				
General plan: 1000'				
pavement removal and patching	allowance	2	\$10,000	\$20,000
gravel surface pavement for parking areas at depot	allowance	4	\$10,000	\$40,000
CB's	ea	2	\$3,500	\$7,000
LF of drain	lf	65	\$35	\$2,275
sidewalk at depot	sf	3550	\$10	\$35,500
sidewalk	sf	3700	\$10	\$37,000
new curbing	lf	1040	\$25	\$26,000
grass median and lawn restoration	sf	2500	\$10	\$25,000
trees	ea	26	\$600	\$15,600
bike lane stripe	lf	740	\$2	\$1,480



pedestrian scale lighting	allowance	2	\$25,000	\$50,000
<b>total</b>				<b>\$259,855</b>

4A. Main street: School Street to the common  
Alternative for access management for Ide's and adjacent parcels.

pavement removal and patching	allowance	1	\$10,000	\$10,000
new curbing	lf	200	\$25	\$5,000
grass median	sf	3000	\$10	\$30,000
trees	ea	4	\$600	\$2,400
<b>total</b>				<b>\$47,400</b>

5. Town common improvements:

<b>General plan: 300'</b>	<b>type</b>	<b>unit</b>	<b>cost</b>	<b>total</b>
pavement removal and patching	allowance	1	\$10,000	\$5,000
CB's	ea	2	\$3,500	\$7,000
LF of drain	lf	250	\$35	\$8,750
sidewalk	sf	2100	\$8	\$16,800
crosswalk	ea	2	\$500	\$1,000
trees	ea	11	\$600	\$6,600
misc landscaping allowance	ea	1	\$25,000	\$25,000
pedestrian scale lighting	allowance	2	\$25,000	\$50,000
<b>total</b>				<b>\$120,150</b>

6. Town common - Bridge street:  
General plan: 870' and alternative

	<b>type</b>	<b>unit</b>	<b>cost</b>	<b>total</b>
pavement removal and patching	allowance	1	\$10,000	\$10,000
CB's	ea	8	\$3,500	\$28,000
LF of drain	ea	1000	\$35	\$35,000
sidewalk	sf	9000	\$2	\$18,000
new curbing	lf	1740	\$25	\$43,500
curved curbing	lf	180	\$35	\$6,300
crosswalk	ea	6	\$500	\$3,000
grass median	sf	6160	\$10	\$61,600
trees	ea	43	\$600	\$25,800
bike lane stripe	lf	870	\$2	\$1,740
pedestrian scale lighting	allowance	2	\$25,000	\$50,000
<b>total</b>				<b>\$282,940</b>

7. Bridge street north - village edge  
General plan: 600'

	<b>type</b>	<b>unit</b>	<b>cost</b>	<b>total</b>
pavement removal and patching	allowance	1	\$10,000	\$10,000
CB's	ea	4	\$3,500	\$14,000
LF of drain	ea	660	\$35	\$23,100
sidewalk	sf	1850	\$2	\$3,700
new curbing	lf	620	\$25	\$15,500
grass median	sf	2800	\$10	\$28,000
trees	ea	34	\$600	\$20,400
bike lane stripe	lf	600	\$2	\$1,200
pedestrian scale lighting	allowance	2	\$25,000	\$50,000
<b>total</b>				<b>\$165,900</b>

7A. Bridge street north - village edge  
Alternative

	<b>type</b>	<b>unit</b>	<b>cost</b>	<b>total</b>
pavement removal and patching	allowance	2	\$10,000	\$20,000
sidewalk	sf	1300	\$2	\$2,600
new curbing	lf	260	\$25	\$6,500
grass median	sf	500	\$10	\$5,000
trees	ea	34	\$600	\$20,400
<b>total</b>				<b>\$54,500</b>

<b>Subtotal Main Street project: General plan</b>	<b>\$1,416,020</b>
15% estimating contingency	\$212,403
20% design/engineering costs	\$283,204
<b>total cost including fees and contingencies</b>	<b>\$1,911,627</b>

<b>Subtotal Main Street project: Alternative plans</b>	<b>\$1,738,695</b>
15% estimating contingency	\$260,804
20% design/engineering costs	\$347,739
<b>total cost including fees and contingencies</b>	<b>\$2,347,238</b>

8. Cross - Rivendell Trail from Lake Morey Drive to the Samuel Morey School

clearing & pruning	LF	1500	1	\$1,500
overall length path surface: 6" hardpack gravel	LF	1500	5	\$7,500
gravel fill	CY	100	15	\$1,500
return disturbed areas to native ground	SF	150	50	\$7,500
grade slope	CY	50	50	\$2,500
trail kiosk	allow	2	500	\$1,000
<b>sub - total:</b>				<b>\$21,500</b>

9. Cross - Rivendell Trail from the Samuel Morey School to the Depot

clearing & pruning	LF	1050	1	\$1,050
overall length path surface: 6" hardpack gravel	LF	1050	5	\$5,250
gravel fill	CY	80	15	\$1,200
return disturbed areas to native ground	SF	120	50	\$6,000
grade slope	CY	40	50	\$2,000
trail kiosk	allow	2	500	\$1,000
<b>sub - total:</b>				<b>\$16,500</b>

10. Conn. River trail from Wings south to Birch Meadow Farm

clearing & pruning	LF	1	1	\$1
overall length path surface: 6" hardpack gravel	LF	3750	10	\$37,500
drainge and culverts	allow	1	15000	\$15,000
gravel fill	CY	250	15	\$3,750
return disturbed areas to native ground	SF		420	\$0
grade slope	CY		50	\$0
trail kiosk	allow	2	500	\$1,000
riverbank buffer and waterquality plantings	SY	150	50	\$7,500
stone steps to river	ea	40	40	\$1,600
<b>sub - total:</b>				<b>\$66,351</b>

11. Conn. River Trail from Depot to Wings

clearing & pruning	LF	2000	1	\$2,000
overall length path surface: 6" hardpack gravel	LF	2000	10	\$20,000
gravel fill	CY	100	15	\$1,500
return disturbed areas to native ground	SF	100	420	\$42,000
drainge and culverts	allow	1	15000	\$15,000
grade slope	CY	100	50	\$5,000
trail kiosk	allow	2	500	\$1,000
riverbank buffer and waterquality plantings	SY	250	50	\$12,500
stone steps from depot to rivers edge	ea	50	40	\$2,000
<b>sub - total:</b>				<b>\$101,000</b>

12. Cross - Rivendell trail from Bridge St. to the Depot

clearing & pruning	LF	1100	1	\$1,100
overall length path surface: 6" hardpack gravel	LF	1100	5	\$5,500
gravel fill	CY	100	15	\$1,500
return disturbed areas to native ground	SF	250	420	\$105,000
grade slope	CY	100	50	\$5,000
trail kiosk	allow	2	500	\$1,000
riverbank buffer and waterquality plantings	SY	50	50	\$2,500
<b>sub - total:</b>				<b>\$121,600</b>

<b>Subtotal trail projects:</b>	<b>\$326,951</b>
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Should the project be implemented in phases, or funded by grants for individual components, it is recommended that for each phase, in addition to construction costs, a 15% contingency and 20% design/engineering allowance be provided.



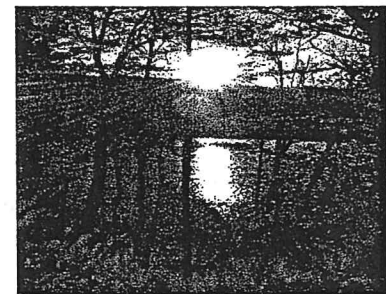
# J. Next Steps

## WHERE DO WE GO FROM HERE?

The Selectboard and townspeople have indicated a desire to continue the public participation process and to gather further input into the design concepts presented in this report. The Two Rivers – Ottauquechee Regional Commission can provide assistance to the town in the ongoing development of bicycle, pedestrian and traffic calming improvements for Fairlee. The high level of interest and commitment to involving the public demonstrates an understanding of the importance of involving all the stakeholders in the development of a successful project. With this up-front effort, implementation will be much faster and smoother.

## SOME OF THE STEPS TO REACH IMPLEMENTATION (in no particular order)

1. Continue to gain and coordinate public input
2. Select preferred design alternatives for each section of the village and set priorities
3. Identify issues requiring further engineering, permitting or other research
4. Reach agreements on long term maintenance of all improvements
5. Review and act upon zoning and economic development options
6. Obtain permits, necessary rights-of-way, etc.
7. Identify sources of and obtain funding (*see right*)
8. Construct the improvements in a prioritized manner
9. Evaluate the success of the improvements and make modifications as necessary
10. Share the project's success and lessons with the region and state



# Funding and Assistance for Trails and Greenways in Vermont

## American Greenways Awards / Conservation Fund

Non-profit organizations, public agencies, and individuals are eligible for \$500 to \$2,500 to stimulate the planning and implementation of greenways in communities throughout America. March 1 and June 1 deadlines. *Contact the American Greenways Coordinator at The Conservation Fund, (703) 525-6300 (1800 North Kent St., Suite 1120, Arlington, VA 22209), [www.conservationfund.org](http://www.conservationfund.org)*

## American Hiking Society's National Trails Endowment

A new fund designed to support trail organizations in building trails, improving existing trails, securing land for future trails, or increasing the constituency for a specific trail project. Recent grant amounts \$2,000 to \$9,500. November deadline. *Contact AHS at 888-766-4453 (AHS, PO Box 20160, Washington, DC 20041-2160), [ahs.simplenet.com](http://ahs.simplenet.com)*

## Bikes Belong Coalition, Ltc.

Grants of up to \$10,000 each for projects funded by TEA-21 transportation monies, to develop bicycle facilities and put more people on bicycles. *Contact Bikes Belong Coalition at 617-734-2800 (1368 Beacon St., Suite 116, Brookline, MA 02446-2800), [www.bikesbelong.org/grants.htm](http://www.bikesbelong.org/grants.htm)*

## D.I.R.T. (Direct Impact on Rivers and Trails) Grant Program

Supported by PowerBar, this program supports projects that increase or maintain access to the outdoors, or increase the size of an outdoor recreational resource. Grants range from \$1,000 to \$5,000. June deadline. *Contact DIRT Program PowerBar, Inc. (2150 Shattuck Ave., Berkeley, CA 94704), [www.powerbar.com](http://www.powerbar.com)*

## Land and Water Conservation Fund

LWCF funding for grant to municipalities has recently been reinstated; \$170,000 is available for the FY 2001 round, with a minimum 50% match required. Eligible activities include outdoor recreation facility development, and land acquisition to serve conservation or future outdoor recreation development. FY 2001 applications due July 28, 2000. *Contact Laurie Adams-Smith, VT Dept of Forests, Parks and Recreation, at 802-241-3690,*

## National Park Service Rivers & Trails Program

RTCA provides technical and planning assistance to states, communities and conservation organizations for a wide variety of trail, river, and greenway projects. NPS staff work cooperatively with local trail groups, conservation organizations, and state agencies on greenways, rail-trails, river corridors, publications and workshops. September 1



deadline. Contact the Vermont/New Hampshire Field Office at 802-457-3368 ext 21 (PO Box 178, Woodstock, VT 05091), , [www.ncrc.nps.gov/rtca](http://www.ncrc.nps.gov/rtca)

### **New England Grassroots Environment Fund**

A project of the NH Charitable Foundation; small grants of \$500 to \$2,500 are available to both non-profit and ad hoc groups for projects that foster and give voice to community-based environmental initiatives in New England. Jan/May/Sept deadlines. Contact NEGEF at 802-223-4622 (PO Box 1057, Montpelier, VT 05601), [www.grassrootsfund.org](http://www.grassrootsfund.org), [cfischer@plainfield.bypass.com](mailto:cfischer@plainfield.bypass.com)

### **Partnership Programs - Lake Champlain and Connecticut River**

The goal of the Partnership Programs is to encourage grassroots projects that demonstrate practical ways to address economic and conservation challenges that enhance historic, cultural, scenic and natural resources within the Lake Champlain and Connecticut River watersheds. Eligible trail-related projects include planning and development of new trails, trail improvement, land conservation, public access, bikeways enhancements, signage and publications. Project support is generally between \$500 and \$5,000. Spring deadlines. For Lake Champlain watershed projects, contact the Lake Champlain Basin Program at 802-372-3213 (PO Box 204, 54 West Shore Rd, Grand Isle, VT 05458), [www.anr.state.vt.us/champ/grants.htm](http://www.anr.state.vt.us/champ/grants.htm) For Connecticut River watershed projects, contact the Connecticut River Joint Commissions at 603-826-4800 (PO Box 1182, Charlestown, NH 03603), [www.crjc.org](http://www.crjc.org)

### **Recreational Equipment, Inc. (REI) Grants**

**Conservation Grants** – grants averaging \$5,000 for grassroots organizing and D.C. lobbying to protect lands and waterways, make them more accessible to people who enjoy the outdoors, and better utilize and preserve our natural resources for recreation. March-Oct deadline.

**Community Recreation Grants** – grants of \$500 to \$5,000 for outdoor programs that increase access, encourage involvement, and promote safety for outdoor muscle-powered sports. March-Oct deadline.

**Great Places Grants** - \$15,000 to \$25,000 for projects protecting muscle-powered recreation sites. Feb 15 deadline. Contact the Grants Administrator at 1-800-426-4840 (REI, PO Box 1938, Sumner, WA, 98352), [www.rei.com](http://www.rei.com)

### **River Network's Watershed Assistance Grants**

A new grants program to support innovative efforts that build the capacity of community-based partnerships to conserve or restore watersheds. Two types of grants are available: Project Grants (\$4,000 to \$30,000) and Mini-Grants (under \$4,000). Feb/June deadlines. Contact Kathy Luscher at 503-241-3506 ext 16 (Watershed Program, River Network, PO Box 8787, Portland, OR 97207), [kluscher@rivernetwork.org](mailto:kluscher@rivernetwork.org)

### **Silvio O. Conte National Fish and Wildlife**

#### **Refuge Challenge Cost Share Program**

For projects within the Connecticut River watershed for outreach and environmental education and habitat restoration and management. Grants of \$500 to \$10,000. Previous trail and greenway-related project funding included a 2.3-mile interpretive bike trail connecting two public recreation areas. A 1:1 match is required (can be cash and in-kind). November deadline.

Contact Silvio O. Conte National Fish and Wildlife Refuge at 413-863-0209 (38 Avenue A, Turners Falls, MA, 01376), ,

### **Transportation-Related Funding**

#### **Bicycle and Pedestrian Program**

The VT Agency of Transportation works with the regional planning commissions (RPC) and metropolitan planning organizations (MPO) each year to identify bicycle and pedestrian facility projects that can be funded through the Local Transportation Facilities Program. \$2M in planning and construction funds available for bicycle/pedestrian planning and construction of bikepaths, sidewalks, and rail-trails. April deadline.

Contact Amy Bell, VT AOT Bicycle and Pedestrian Coordinator, 802-828-5799 (VT AOT, 133 State St., 5th Floor, Montpelier, VT 05633), [Amy.Bell@state.vt.us](mailto:Amy.Bell@state.vt.us)

#### **Enhancements Program**

Funding is available for transportation enhancements including: provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation, buildings, structures or facilities (including historic railroads and canals), preservation of abandoned railway corridors and conversion to bicycle trails, control and removal of outdoor advertising, archeological planning and research, mitigation of water pollution due to highway runoff, tourist and welcome centers, and transportation museums. September letter of intent, November deadline. Contact Lani Ravin at the VT Agency of Transportation, 802-828-3885 (VT AOT, 133 State St., Montpelier, VT 05633-5001), [Lani.Ravin@state.vt.us](mailto:Lani.Ravin@state.vt.us)

#### **Public Lands Highways**

Funding for projects that are on, adjacent to, or providing access to federal public lands (e.g. Green Mountain National Forest, Army Corps). In Vermont, PLH funding has been used for the West River Trail, protection of scenic properties along highways and visitor improvement at Quechee Gorge. January application request. Contact Paul Tober at 802-828-2822 (VT Agency of Transportation, 133 State St., Montpelier, VT 05633)

### **Scenic Byways Program**

For projects including acquisition, development and planning along designated scenic byways. January application request. Contact Paul Tober at 802-828-2822 (VT Agency of Transportation, 133 State St., Montpelier, VT 05633)

### **Vermont Community Foundation**

VCF provides modest grants to projects that leverage other resources and make a significant difference to the state and address a clear community need in the areas of environment, public affairs, community development, social services, education or the arts. Recent grant amounts have been in the \$2,000 - \$8,000 range. April and October deadlines. Contact VCF at 802-462-3355 (PO Box 30, Middlebury, VT 05753), [www.vermontcf.org](http://www.vermontcf.org)

### **Vermont Recreation Trails Grants**

VRTF provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail use. The grants program is financed by the portion of state and federal gas tax monies attributable to off-highway vehicle use (such as snowmobiles, all-terrain vehicles, etc). Eligible projects include trail development, maintenance, and restoration, development of trail-side and trailhead facilities, creating accessible trails, acquisition of trail easements or fee acquisition of trail corridors, maps/publications, and purchase of trail-building hand tools. Two grant programs are offered: an 80-20 match grant (\$3,000 - \$10,000+; a reimbursable program) and a mini-grant (\$3,000 or less; paid up front with no match requirements). February deadlines. Contact the Recreation & Trails Administrative Assistant, VT Department of Forests, Parks and Recreation at 802-241-3690 (VT Recreation Trails Grant Program, 103 South Main St., 10 South, Waterbury, VT 05671-0601).

### **Vermont Watershed Grants**

Funded by sales of Vermont's Conservation License Plates, mini-grants of \$200-\$1,000 and larger grants of over \$1,000 are available for a wide range of water-related projects, including developing or enhancing recreational access and trails. November deadline. Contact Vermont Watershed Grants at 802-241-3770 (VT Agency of Natural Resources, Water Quality Division, Building 10 North, 103 South Main St, Waterbury, VT 05671-0408), ,

### **Vermont Youth Conservation Corps**

Since 1985 VYCC, a non-profit organization, has coordinated trail crew work with VT youths in a variety of conservation projects including trail building and wildlife habitat enhancement projects. VYCC leaders provide expertise and oversight for crews. Communities can either hire a trail crew through the Fee-for-Service program or apply for a Greenways Crew funded by AOT and FHWA. January deadline. Contact the Youth Corps at 1-800-639-8922 or 802-241-3699 (PO Box 482, Waterbury, VT 05676), , [ycorps@together.net](mailto:ycorps@together.net)

### **Foundations**

Many foundations support conservation initiatives, including trails and greenways development. It is important with any foundation prospecting to call ahead to discuss your project and request specific guidelines, and to focus on specific project needs that best fit the goals of the foundation's giving program In Vermont, a good place to start is the Vermont Directory of Foundations (\$40) published by CPG Enterprises, PO Box 199, Shaftsbury, VT 05262 (802-447-0256). The Directory covers foundations incorporated in Vermont as well as those outside of Vermont making regular Vermont contributions, and is the only publication specifically designed for VT grantseekers. CPG also publishes a newsletter NonProfit Vermont, to facilitate communication within the nonprofit community (One yr/6 issues \$24).

The VT Community Foundation website ([www.vermontcf.org/link.html](http://www.vermontcf.org/link.html)) has many good nonprofit resource links.

The Foundation Center () is a national information center on corporate and private foundations, community foundations, and grantmaking public charities. They publish The Foundation Directory, a national reference with detailed descriptions and giving histories that you can find at most libraries. You can also subscribe to it online at the Foundation Center's website.

You can also check the Environmental Grantmakers Association directory (212-812-4260, 437 Madison Ave., 37th Flr., NY, NY 10022). Their web site, , includes many nonprofit and foundation links.

The Directory of Funding Sources for Grassroots River and Watershed Conservation Groups in New England and New York is an extensive resource from the Northeast Watershed Round Table and River Network (202-364-2550).

Several organizations offer help in nonprofit management, organizational leadership, and grantmanship. These include the Vermont Community Foundation (TAP-VT, 802-388-3355, ), The Grantsmanship Center (800-421-9512, ), and the NonProfit Management Institute (in Boston at 617-728-9151).

### **Federal Funding Opportunities**

Sources of federal financial and technical assistance are compiled in the Catalog of Federal Domestic Assistance ([www.gsa.gov/fdac](http://www.gsa.gov/fdac)). The Catalog is available at depository libraries nationwide or contact the Federal Domestic Assistance Catalog Staff, General Services Administration, 300 7th St. S.W., Washington, D.C., 20407, Telephone 1-800-669-833.

Periodically, the National Center for Recreation and Conservation of the National Park Service compiles a guide to Federal Funding and Assistance for Rivers, Trails and Open Space Conservation. Contact the National Center for Recreation and Conservation, National Park Service, Room 3606, 1849 C Street, NW, Washington, DC 20240-0001, 202-565-1200, [www.ncrc.nps.gov/rtca](http://www.ncrc.nps.gov/rtca).

Compiled by the National Park Service River & Trails Program, Vermont Field Office, with assistance from the Vermont Trails and Greenways Council. Updated April 2000